

AIR TRANSPORTATION



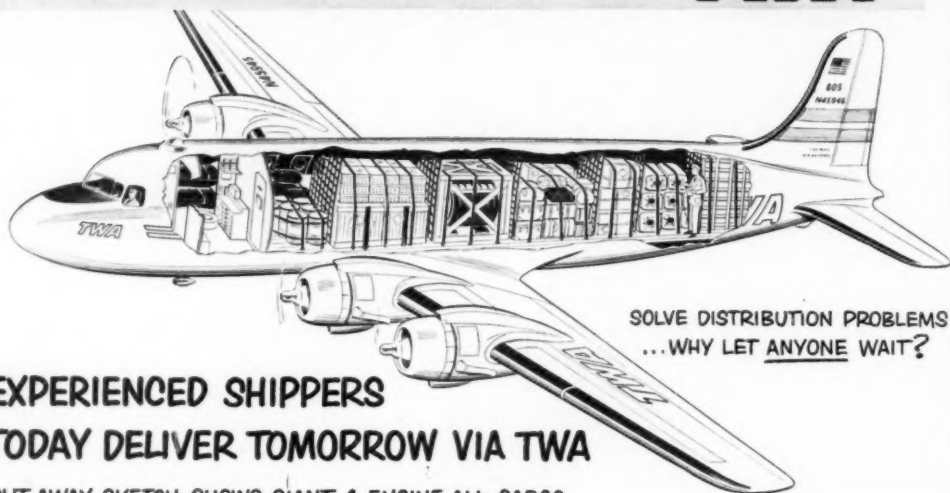
INCLUDING AIR COMMERCE



Your Best Bet...
SHIP BY AIR

**4,000 Cars Can't Be Wrong • The Forwarder is a Middle Man in More Ways Than One
Why Idlewild Will Have a General Order Bonded Warehouse**

ALONG THE WAY... OF **TWA**



SOLVE DISTRIBUTION PROBLEMS
... WHY LET ANYONE WAIT?

EXPERIENCED SHIPPERS TODAY DELIVER TOMORROW VIA TWA

CUT-AWAY SKETCH SHOWS GIANT, 4-ENGINE ALL-CARGO **TWA "SKY-MERCHANT"** IN DAILY EAST AND WEST-BOUND SERVICE ACROSS U.S.A. YOU CAN SHIP PRACTICALLY ANYTHING VIA **TWA**... AND BE SURE OF NEXT-DAY ARRIVAL.



FACT!

EASTERN CLOTHING MANUFACTURERS RUSH LATEST STYLES OVERNIGHT TO MANY WESTERN RETAIL OUTLETS. "SKY MERCHANT" FLEET ENABLES THEM TO MEET AND BEAT COMPETITION.



Phone nearest TWA office... ask for schedules, low rates, pick-up service. Put your products on the map in a hurry.



FACT!

FLOWERS...
FRUITS...FOODSTUFFS
ARRIVE IN TIP-TOP CONDITION...
RUSHED BY CALIFORNIA SHIPPERS TO PROFITABLE MIDWEST AND EASTERN MARKETS. BEST BUYERS ARE ONLY HOURS AWAY...WHEN YOU SHIP VIA **TWA**.

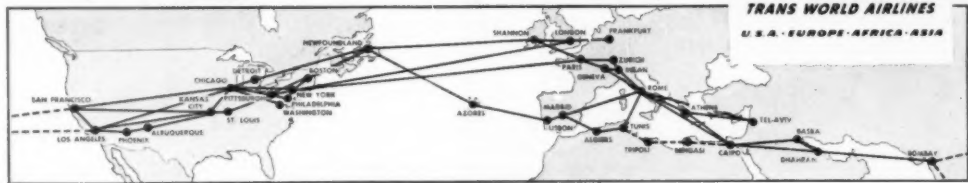


FURTHER FACTS...
TWA AIR CARGO RESULTS IN PLUS BENEFITS—

1. Faster turnover
2. Single air waybill
3. Reduced inventories
4. Reduced warehouse costs
5. Lower insurance rates
6. Less pilferage risk
7. A saving on crating



*All TWA flights carry
Air Mail and Air Cargo*



AIR TRANSPORTATION

Established October, 1942



MEMBER OF CONTROLLED CIRCULATION
AUDIT, INC.

AIR TRANSPORTATION, published once each month, thoroughly covers the entire air cargo industry for the benefit of all those engaged in shipping and handling domestic and international air freight, air express, and air parcel post, as well as using the domestic and international air mail services. Included in AIR TRANSPORTATION'S wide coverage are: air shipping, cargo plane development, rates, packaging, materials handling, documentation, air cargo terminal development, insurance, routing, interline procedures, new equipment, commercial airlines, military air transport service, air freight forwarders, personnel.

Subscription rate for United States and Possessions, \$5.00 for one year, \$8.00 for two years, and \$11.00 for three years; foreign countries, \$6.00 for one year, \$10.00 for two years, and \$14.00 for three years. Individual copies, 50 cents each.

John F. Budd, Editor and Publisher

Richard Malkin, Managing Editor

K. H. Lyons, Business Manager

Frank W. Budd, Circulation Manager

Langdon P. Marvin, Jr.,
Contributing Editor

J. Prescott Blount, Contributing Editor

Dr. William L. Grossman,
Contributing Editor

Edgar H. Bauman, Field Correspondent

L. A. Goldsmith, Economic Analyst

Franklin D. Hunt, Advertising Manager

Keith H. Evans,
West Coast Advertising Representative
3757 Wilshire Blvd., Los Angeles 5, Calif.
Phone: DUckirk 8-2981

Jakob Scheidegger,
European Representative
Dachfeldstrasse 21, Basle, Switzerland

J. B. Tratsart, Ltd.,
United Kingdom Sales Representative
5 London St., London, W. 2, England

AIR TRANSPORTATION is published by Import Publications, Inc., Ten Bridge Street, New York 4, N. Y.; also publishers of Custom House Guide, American Import & Export Bulletin, and Air Shippers' Manual. Reprinting of any article or portion of an article appearing in this magazine, without written permission, is strictly forbidden. AIR TRANSPORTATION is available on microfilm. For information contact publications office.

10 BRIDGE ST., NEW YORK 4, N. Y.
Phone: WHitehall 4-2898

Copyright, 1951, Import Publications, Inc.

Acceptance under Section 2646 P.L. and R.
authorized.

Vol. 18 No. 4

April, 1951

CONTENTS

FREIGHT FORWARDING

The Forwarder is a Middle Man in More Ways Than One 5
By Leo Strauss

SHIPPING-BY-AIR

4,000 Cars Can't Be Wrong 6
U. S. Overseas Air Cargo Services (Part XIII) 10
By N. W. Kendall

WAREHOUSING

Why Idlewild Will Have a General Order Bonded Warehouse 8
By H. L. Fates

PROBLEMS

Air Cargo Development in California (Part II) 9
By Harry E. Korst

RATES

International Airline Cargo Rates 20
Domestic Air Parcel Post Rates 32
Comparison of Shipping Rates: Sea versus Air 27

AIR COMMERCE SECTION

News 11
New Equipment for the Shipper and Carrier 15
Come 'n' Get It! 17
Air Freight Forwarders 16
Air Transportation Congratulates 19
Air Shipping (International Airline Cargo Rates) 20

NEWS

Acme Air Cargo	16	KLM	13
Air Transport Association	14	Lyon-Raymond	15
American Airlines	11, 12	Glenn L. Martin Company	11
Australia National Airways	12	Mid-West Airlines	13
Barnett Int'l. Forwarders	16	Marcader, Inc.	16
BOAC	12	Oxnard Air Freight	19
Braniff International Airways	11, 12	Pan American Marine Corp.	16
CAA	14	Pan American World Airways	11
CAB	11, 12, 14	Philippine Air Lines	13, 14
Capital Airlines	11	REA	12
Caribbean Atlantic Airways	11	Rediker Brothers	16
Central Fibre Products	15	Riddle Air Service	11
Consolidated Vultee Aircraft	11	Rohner, Gehrig & Company	16
Continental Air Lines	11, 12, 13	Roll-Rite Corp.	15
Dominicana	14	Saunders Roe	14
Douglas Aircraft Company	11	Scandinavian Airlines System	11
Eastern Air Lines	11	Seaboard & Western Airlines	13
Emery Air Freight	16	Trans-Canada Air Lines	13
European Trade Fairs	12	Trans Caribbean Airways	11
Hawaiian Airlines	11	United Air Lines	11
Idlewild	13	United Nations Shipping	16
Japan	13	Yale & Towne Mfg. Co.	15
Kaiser Frazer	12		

ADVERTISERS

ABC Air Freight	14	Linea Aeropostal Venezolana	12
Acme Air Cargo, Inc.	18	Northwest Airlines	29
Air Express Int. Agency	34	H. G. Ollendorff, Inc.	14
Air France	16	Panagra	26
Air Shippers' Manual	14	Parker & Co.	16
Barian Shipping Company	14	Philippine Airlines	15
Peter A. Bernacki, Inc.	12	Rohner, Gehrig & Co., Inc.	19
Bacars in the Sky	3rd Cover	Sabena	19
Toye Braithwaite	28	Scandinavian Airlines System	15
Brauner & Co.	14	Senator Hotel	28
British Overseas Airways Corp.	31	J. D. Smith Inter-Ocean	14
Collins Engineering Co.	31, 33	Talbot, Bird & Co., Inc.	4th Cover
Custom House Guide	34	Trans World Shipping	14
Expreso Aero Interamericano	19	TWA	2nd Cover
KLM	18	Vest Aircraft & Finance Co.	33

COVER

In the dark of night, freight moves into the bowels of a Douglas DC-6 *Liftmaster* with the help of mechanical conveyors. This freight will reach its many destinations in a hurry. Yes, your best bet is to ship by air.



**"... \$26,500,000 worth
of U.S. Savings Bonds a year
under company
Payroll Savings Plan..."**

CHARLES E. WILSON

"General Electric employees are buying more than \$26,500,000 worth of U. S. Savings Bonds a year under company payroll savings plans. Since the inception of our savings plans in 1917, General Electric employees have saved \$445,000,000 of which \$280,000,000 consisted of the purchase of United States Savings Bonds since May, 1941. The record speaks for itself."

The record of General Electric Company, and the records of more than 21,000 other large companies, prove that employees *want* to save the easy, automatic way—the Payroll Savings Plan.

As of November 1, 1950, more than 8,000,000 employees were buying U. S. Savings Bonds *every month*. While the figure was impressive, it was not as large as it should have been—a fact recognized by many companies.

In November and December, top executives of literally thousands of large companies (employing one hundred or more) decided to check their Payroll Savings Plan and endeavor to increase participation to 60% or more.

Here are a few December reports: in one of the larger units of a leading steel corporation, participation went from 20% to 80.6 per cent . . . a well-known independent steel company (13,710 employees) reported 82% participation . . . another large steel company (100,000 employees), 75% participation . . . one plant of a large rubber

corporation climbed to 94% (company average, all plants, 70%—and still going up). Tabulation of all companies exceeding 60% participation in December would literally fill this page.

Higher participation in the Payroll Savings Plan is good for the men and women for whom it builds security. It is good for the company because a saving employee is a better workman, a better citizen. It is good for the country because the month after month purchase of U. S. Savings Bonds by millions of Americans is a most effective check on inflationary tendencies.

Phone, write or wire, now, to Savings Bond Division, U. S. Treasury Department, Suite 700, Washington Building, Washington, D.C. Your State Director has a simple, four-point promotion plan, concluding with a person to person canvass that puts a Payroll Savings Application Blank in the hands of every employee. That's all you have to do—and you'll be surprised at the response from employees who *want* to save.

The U. S. Government does not pay for this advertising. The Treasury Department thanks, for their patriotic donation, the Advertising Council and

AIR TRANSPORTATION



The Forwarder is a Middle Man In More Ways Than One

By LEO STRAUSS

General Manager, Metropolitan Division

Peter A. Bernacki, Inc.

THE FUNCTION OF and the services offered by the freight forwarder have appeared in this publication on several earlier occasions, so that to repeat these here would be redundant. Pride in our profession, however, demands recognition of the fact that the freight forwarder has gone a long way in helping the transportation systems of the United States and of the rest of the world to generate freight traffic and strengthen those networks.

The forwarder, because he offers a personalized service, is aware of the requirements surrounding each consignment. Especially with regard to his regular clientele, the forwarder knows what demands the shipper will make for economy, for streamlined service, or for both. He strives to satisfy the shipper by providing both.

His close contact with the carriers assists him in making the above performance possible. The forwarder is familiar with the points served by the respective carriers as well as their frequency of service. He must and does keep himself fully informed as to available cargo space; he knows the "peculiarity" of each carrier, and this knowledge serves him well as a guide when routing shipments.

It will be readily noted that much good will can be and is created by a forwarder when a shipper's consignment has been served properly and prompt carriage has been provided by the carrier. But should something go wrong—regardless of reason for error or delay—the forwarder automatically finds himself elected to set things in order. He finds himself snuck in the middle, with everyone waiting to see what he will do to rectify it.

Causes of these difficulties are many and varied. Often, it is a case of the forwarder not having been provided with adequate information with which to expedite the shipment.

For example, let's cite the case of the shipper who nonchalantly decided, for reasons best known to himself, that a consignment of expensive watch bracelets suddenly become nothing more than novelty jewelry. Of course,



novelty jewelry isn't worth very much, and that's how he declared it. But at the gateway, United States Customs took understandable exception to the declared value—and then came the usual communiques channeled through the forwarder. Here, the traditional middle man finds himself very much in the center of a situation hardly of his own creation.

Another type of unthinking shipper is the one who writes the following note to his forwarder:

"We have delivered to you three cases of assorted goods. Please forward to . . . as soon as possible."

What follows is a long session on the telephone in an attempt to determine from the shipper the exact contents and value and other pertinent information. Not infrequently, the shipper will maintain that there are "many items" and unperturbedly

state, "Just declare anything and any value." He denies knowledge of the goods. He insists that the goods were purchased and paid for—and that's all. But, if the issue is pressed by the forwarder, the shipper (as in one case I well remember) hints darkly that too many questions are being asked him and he infers that the forwarder sounds like a partner in his firm. The forwarder's understandable interest may make him sound like a "partner" of the exporter or carrier (judged alone by just how much he finds himself involved on behalf of each), but he certainly is far from being a profit-sharing partner.

Then, of course, there is the shipper who habitually arranges to have his consignment picked up at, say, 4 p.m., and can't for the life of him understand why it does not make a 5 p.m. departure from the airport. I've discussed this situation with many of my colleagues in the forwarding profession. Not one has denied wasting precious hours on the telephone attempting to explain to irate shippers that there is more to air freight forwarding than mere pick-up and delivery to the airport.

Unfortunately, most shippers, no matter how wrong, are sincere in their belief that they are justified in their

(Concluded on Page 28)



4,000 CARS CAN'T

SHORTLY after 11 a.m. on July 14, 1948, a four-seater car turned into Lympne Airport from the main London-Folkestone road. Within a few minutes it had been driven up a ramp into the hold of a waiting Bristol Freighter, the four passengers had taken their seats in the small rear saloon, and the aircraft was airborne and headed south over the English Channel. Half-an-hour later the car was being driven on French soil.

It was the start of what has proved to be one of the most successful civil aviation projects undertaken in recent years—the Silver City Lympne-Le Touquet car ferry, which in two years has far outgrown the original modest hopes of its operators.

In those early days, services between Lympne and Le Touquet were rather

severely limited. There was no license, and this meant that the single Freighter allocated to the job could operate only on a charter basis.

The number of cars carried during the first season was very low—less than 200. Nevertheless the experience gained was invaluable, not only from the point of view of actual operation of the aircraft but also in the organization of what might be termed the ancillary services, such as arrangements with the AA and RAC for the handling of motorists' continental documentation, and the French authorities for issue of gas coupons at Le Touquet.

Methods of loading and securing vehicles in the hold were carefully studied, for it was obvious that when the ferry approached peak operation it would be

essential to ensure extremely rapid turn-round.

Perhaps the most important result of the first few months' operation, however, was the established proof that there was definite scope for an air ferry, and that there was a section of the public able and glad to make use of it. It was apparent also that the terminals had been wisely chosen. They gave the shortest reasonable air bridge. Cars were being flown only where they could not be driven, thus making the crossing as cheap as possible.

In 1949, the ferry got away to an earlier start, reopening in mid-April. This time it resumed as a scheduled service. Such services are normally restricted to the two State-owned corporations, but to conform to the requirements of the British Civil Aviation Act, the company had become associates of British European Airways. The effect was immediate. The number of cars carried climbed steeply and the two Freighters in service also carried substantial freight loads and undertook a great deal of Continental thoroughbred and racehorse traffic.

Motorists in a hurry to get to the continent were attracted by the speed and comfort offered by the air ferry. The flight over the channel took only 20 minutes, and with car loading time reduced to a minimum it was possible



THREE of Silver City Airways' Freighters ready to proceed to Lympne after servicing at Filton

BE WRONG

to be driving on French soil within an hour of arriving at Lympe.

The demand grew so heavy that from the last two weeks of July onwards, flights were stepped up to six a day. For single journeys, cars under 14 feet in length were charged £27, and over 14 feet £32, these rates also covering passengers and luggage. Four people traveling by car were thus able to make the crossing in a fraction of the time taken by the boat service and at a cost little in excess of the first-class sea fare. Many passengers actually found it cheaper to travel by air, for by this method they were able to avoid an overnight stop at Dover and could—by taking the first Lympe service available—arrive in France by 10:30 a.m. without spending French currency on hotels.

In all, nearly 2,700 cars were carried over the channel that year—rather more than 13 times the number carried during the opening season.



A. E. RUSSELL, designer of the Bristol Freighter, about to drive his car into a ferry

Peak month was August. At noon on Friday, the 5th of that month, a Freighter left Lympe carrying the 1,000th car of the season. At this time bookings were pouring in, and within a fortnight the 2,000th car reservation had been made. The vehicle left for Le Touquet during the first week of September.

Every day saw an average of 30 to 40 cars carried over the channel. Weekends were the busiest time, however, and to meet the demand two additional aircraft were put on and services from

Fridays to Mondays were stepped up to 16 in each direction daily. Motorists were returning from France after periods varying from a few days to two months or more. Some people had been known to use the service for a weekend trip, taking only a change of clothing for luggage.

It was the 1950 season, however, which finally disposed of any lingering doubts about the car ferry's future. Permission was given by the Ministry of Civil Aviation for the Company to

(Concluded on Page 28)



NOT ONLY has the noted Polish pianist, Stanislaus Niedzelski, brought his car along, but his piano is accompanying him on his tour

***A short article by a leading
warehouse executive who explains***

***Why* IDLEWILD will have a General Order Bonded Warehouse**

**By H. L. FATES
President**

The Manhattan Storage and Warehouse Company

SINCE taking over the operation of New York International Airport (Idlewild) from New York City authorities, The Port of New York Authority has considered the problems involved in the handling of consignments that were not cleared from the custody of the bonded carriers within the free time allowed by the Customs authorities.

After the end of World War II, shipments began to accumulate, and the Warehouse Division of the Custom House designated The Manhattan Storage and Warehouse Company as the General Order Bonded Warehouse to which these bonded shipments were to be sent. This company is one of several warehouses that have handled general order bonded shipments from various piers under rates approved by the Collector of Customs.

A general order warehouse operation involves handling of goods in bond under the supervision of storekeepers. Customs brokers and consignees clear shipments at these warehouses after inspection and assessment of duty by the regularly stationed United States Customs inspectors. Property from the piers and the airports are delivered

from the bonded carriers by bonded truckmen who are awarded an annual contract on a competitive basis. This contract includes delivery of shipments to the Appraisers Stores operated by the Customs.

Following the increase in volume of inbound overseas shipments, the number of general order shipments has increased rapidly. Since a high percentage of these shipments are commercial articles rather than consignments to private individuals, a new field of customs brokerage has developed and most shipments are now cleared by licensed brokers. Many brokers have established offices at the airport.

In announcing the authorization by The Port of New York Authority for this new warehouse, Howard S. Cullman, chairman, said:

"The establishment of this warehouse is a milestone in the air cargo business."

The Manhattan Storage and Warehouse Company, having handled air cargo general order since the war, welcomed the opportunity to expand its extensive services.

The new warehouse, which will be opened in the near future, will be under the supervision of A. J. Meier, man-

ager of Manhattan's Shipping Department; and the warehouse manager will be Maurice C. Darmanin, formerly assistant to Meier. A full-time storekeeper will be on duty and the warehouse staff will include packers qualified to do packing incidental to Customs examination and clearance. Rates for all general order services have been established and approved by the Collector of Customs, Port of New York. After the new warehouse is opened, general order shipments from La Guardia and New York International Airports will be sent to the new airport at the expiration of the free time.

Within the near future, Manhattan's 46,000 cubic foot warehouse will handle both bonded and free storage and will include facilities for packing and other services that may be required. As air passenger travel grows, the volume of expendable supplies such as liquors, tobacco, and other property used in connection with air travel will increase, so that carriers will have a ready facility for nearby storage. Passenger baggage after Customs clearance can also be handled at the warehouse, together with any required storage needed by any of the many concessionaires.

Problems Affecting Air Cargo Development In California

Prepared by

HARRY E. KARST

Consultant, The California Aeronautics Commission

PART II

PERTINENT to this report is the relation of air express in the overall cargo picture. During the war years, air express was used to the utmost limits of its capacity in the movement of high priority shipments, therefore, any figures before 1946 tend to distort the picture. It is interesting to observe, however, the difference in the growth rate between air express and air freight during the four calendar years of 1946, through 1949. Even though 1946 might have retained some vestige of distortion due to the war influences, it represents the only year in the last four wherein air express ton

mileage is under the ton mileage achieved in 1949.

The following tabulation shows ton miles in 1,000s (000 omitted) and it shows that the rate of growth of air freight has been tremendous as compared to the rate of growth of air

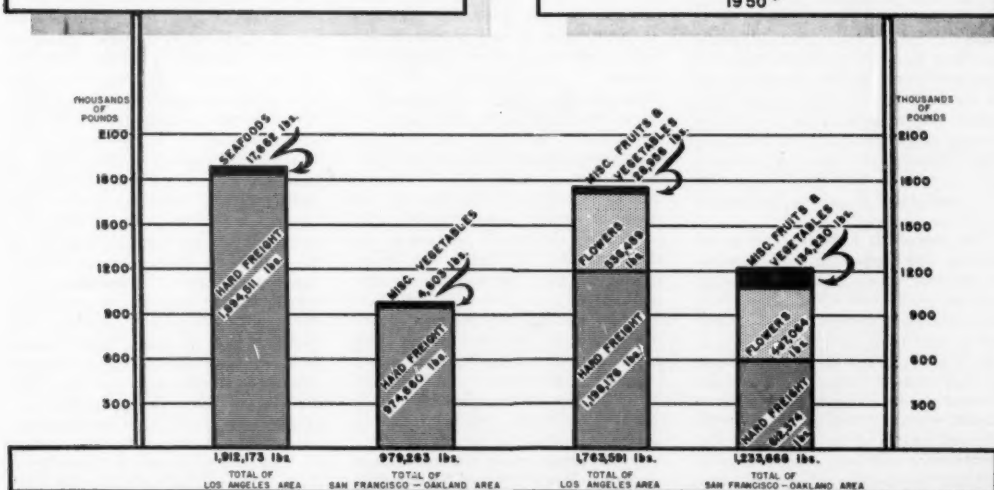
express during the four years 1946 through 1949. Using the results of 1946 as an index number of 100, it was found that air express had actually declined to a level under that of 1947 and 1948, while air freight increased six and one-half times.

It is interesting to compare the actual results in air freight with the results which were predicted as late as 1945. As spectacular as the growth has been, it has not reached a fraction of what was forecast by most of the prognosticators. There are valid reasons for believing that air freight might have come

(Continued on Page 28)

	Air Express Ton Miles Flown	Air Freight Ton Miles Flown	1946 = 100.00	
			Express	Freight
1946	23,652	14,433	100.00	100.00
1947	28,533	35,214	120.64	243.98
1948	29,769	70,437	125.86	488.03
1949	27,762	95,244	117.33	659.90

**POUNDAGE RECEIVED AT LOS ANGELES AREA AND
SAN FRANCISCO-OAKLAND AREA IN MAY OF 1950***



United States Overseas Air Cargo Services

By N. W. KENDALL
Transportation Division
Office of Domestic Commerce
United States Department
of Commerce

PART XIII

EMERGENCY shipments of cargo by air frequently serve to lower production costs by furnishing machine parts or supplies needed to prevent stoppage of plant operations. For example, an automobile manufacturer interviewed in connection with the National Air Cargo Survey conducted by the Transportation Division in conjunction with the Department's Field Offices in 1947, stated that the cost of resuming work after stoppage of an assembly line was \$25,000. Hence, to prevent interruption of production by obtaining expedited service on machines or parts required, the company would be willing to pay almost any amount up to that figure for transportation which could meet its needs. In such cases, which occur in overseas as well as domestic trade, rates charged would not be a factor in the user's choice of transportation. Another instance cited in the National Air Cargo Survey concerned the shipment of service parts to mining properties in Alaska that were closed down due to the need of emergency repairs. Air cargo service in this case reduced mining production costs.

The use of air transportation in exporting and importing may possibly permit avoidance of, or reductions in, packing costs, warehousing and inventory costs, interest costs, handling costs, and in costs resulting from loss or damage to goods in transit. Each of these possible types of savings may be briefly illustrated. In shipping vegetables to Alaska, a produce distributor in Seattle trimmed certain of his products at the source and made them ready for dealer display, thus saving handling and packing costs. In air shipments of general

merchandise to the same area, another Seattle firm reported that savings were effected in warehousing normally required at points in Alaska. The same firm also reported savings from lower inventories at Alaskan points. In the case of merchandise needed for "fill-ins" or for display purposes, or to meet seasonal demands, air transport may be used for quick delivery, so that large inventories for such purposes need not be maintained at all times.

Interest costs on shipments while in transit may often be reduced through the use of air transport on account of its much higher speed of service. However, except in the case of certain very valuable shipments, the interest cost probably would not ordinarily add enough to the steamship carrier's charge to offset its rate advantage. The use of air transportation permits the shipper to avoid certain extra handling charges sometimes incurred in ocean transport. For example, port charges, such as tollage and wharfage, may be assessed in addition to the rate; and in the case of shipments to inland points, handling charges may be assessed at certain ports for transferring goods from shipside to the terminal of the connecting land carrier and for re-loading the goods for shipment to final destination.

Loss or damage to goods may be less in shipment by air than in ocean shipment. One of the chief reasons given by users of air service in the Puerto Rican needlework trade was the elimination of pilferage. Another interview in the National Air Cargo Survey—with an official of a wholesale drug concern in Texas—elicited the information that reduced pilferage of merchan-

dise is one of the chief reasons why foreign customers request shipment by air. A wide variety of perishable products have been shipped by air in order to reduce damage in transit. Examples are certain drugs and pharmaceuticals; fresh fruits and vegetables; and baby chicks. It is asserted by one air carrier that any perishable item which costs 10 cents or more per pound wholesale in Seattle and which sustains a spoilage loss of 20 per cent or more in ship transportation can be shipped more economically from Seattle to Anchorage, Alaska, by air at its proposed rate than by ship at the present steamship rate. An example is given by the air carrier as follows:

Item	Surface transport steamer —rail	Proposed air transport
160 pounds of lettuce—		
Seattle price	\$10.00	\$10.00
Freight to Anchorage.....	6.31	10.50
	16.31	20.50
Spoilage in transit—		
pounds	30	0
Cost per pound of good lettuce (cents)	23.3	20.5

Volume of business may be stepped up through the use of air cargo service in several possible ways. First, air service may permit the enlargement of markets through rapid delivery to more distant areas than could practically be served by surface transport. Allied to this factor is the ability of airlines to serve directly inland cities and areas which are not accessible via surface transport during certain seasons, such as icebound regions in Alaska. Second, increased sales may result from closer adjustment to market conditions. For instance, goods possessing a style factor (e.g., display goods from Paris) may be ordered by air to meet competition and to avoid mark-downs which might be necessary if the goods were delayed. Or goods may be exported by air to reach the foreign market at the most favorable time. Thirdly, types of business might be added which would not be handled in the absence of air transport. This would apply chiefly to certain types of perishables which could not be shipped practically by surface transport, including daily newspapers. Finally, air transport may offer certain appeals to the customer which eventually lead to augmented sales. Frequently consignees abroad pay the transportation charges on shipments received and specify that air transport shall be used. In many cases foreign buyers require samples of goods which they have tentatively purchased before opening irrevocable letters of credit for payment. Such situations may dictate the use of air transport to prevent a standstill in trade relationships. Air service may

(Continued on Page 31)

FLY
YOUR
FREIGHT



FLY
YOUR
EXPRESS

VOL. 18

APRIL, 1951

NO. 4

MORE TRANSPORTS BOUGHT

CAB Won't Change Its Recent Decision In Puerto Rico Case

WASHINGTON, D.C.—Five air carriers, including Riddle Aviation Company which recently won authorization to fly cargo only between New York and San Juan, and Miami and San Juan, have been turned down by the Civil Aeronautics Board in their petitions for reconsideration of the Additional Service to Puerto Rico Case. (See March AT.) In this case, Eastern Air Lines also was authorized to fly passengers, property, and mail between New York and the Puerto Rican capital.

The petitioning airlines were Pan American World Airways, Caribbean Atlantic Airlines, Capital Airlines, Trans-Caribbean Airways, and Riddle.

In reply to Pan Am's protest that the CAB should have considered in its decision its policy found in the recent Southern Service to the West Case (which relates to the award of new air routes paralleling

(Concluded on Page 19)

Convair, Douglas, Martin Get Increased Orders from Airlines

NEW YORK—The rising tide of air transportation is reflected in new orders reported by Consolidated Vultee Aircraft Corporation, Douglas Aircraft Company, and the Glenn L. Martin Company. Although these new orders are primarily for passenger transports, more cargo space will be provided for shippers here and abroad.

The increase in orders has had its economic effect, too. Martin, for example, has

declared that an additional purchase of aircraft made by Eastern Air Lines will open up jobs for "several hundred residents of the Maryland area." In fact, the company has found it necessary to lengthen its employment office hours.

Following are the latest airplane purchases as reported to AIR TRANSPORTATION: **Consolidated Vultee:** Braniff International Airways has signed a \$12,000,000 order—largest in Braniff's history—for a fleet of 20 Convair-Liner 340s. This purchase news capped a two-week period during which the company received orders for the same twin-engined transport from United Airlines (30), Continental Air Lines (seven), and Hawaiian Airlines (four). Hawaiian also has an option for the purchase of two additional 340s.

Martin: Twenty-five additional 4-0-4s have been bought by Eastern Air Lines. This involves an investment of some \$20,000,000. Eastern previously ordered 35 planes of the same type, and TWA 40.

Douglas: American Airlines has added three more DC-6Bs to its earlier order of 14. The first DC-6B will be received by American next February. Scandinavian Airlines System, which had two such four-motored models on order, has increased it to seven. United Air Lines last month received its first DC-6B.

Idlewild Still Growing

NEW YORK—The Port of New York Authority has announced the leasing of 7,530 square feet on the first floor of the new Cargo-Operation Building to the United States Government for use as an Air Mail Field Post Office. The Authority also revealed that a direct route to the new building will be provided for cargo trucks through the resurfacing of a former construction road.

AA to Give Los Angeles, Frisco Cargo Service on Same Flights

WASHINGTON, D. C.—In an opinion handed down by the Civil Aeronautics Board recently, American Airlines won an amended certificate of public convenience and necessity which will enable the airline to serve Los Angeles and San Francisco on the same flight, for freight, express, and mail only, without the right to haul local cargo between the two California cities. Effective date is April 16.

At the present time, American is certificated to serve both Los Angeles and San Francisco, but they cannot be served on the same flight. Since March 15, 1949, however, the carrier has been flying to both points on the same flight for all-cargo operations, under a special exemption order.

Although the Board agreed to amend American's certificate for Route 4, it did not accept the examiner's recommendation that the amendment be made permanent. Said the Board:

"In certificating cargo-only carriers in the Air Freight Case, the Board granted an authorization more flexible than the

property authorization contained in the certificates of the existing air carriers. (The Air Freight Case was decided July 29, 1949.) We recognized there that the new property only service being authorized was experimental in nature, and, accordingly, provided that the cargo certificates should expire on August 11, 1954. Although the record in this proceeding establishes that the cargo authorization on Los Angeles-San Francisco flights previously exercised by American pursuant to exemption should be included in the carrier's certificate, this authorization, like that of the all-cargo carriers, is experimental in character. In order that we may at one time reexamine the

(Concluded on Page 13)

Eastern Charters Pan Am Transports

NEW YORK—Pan American World Airways' planes, which are routed operationally without passengers between New York and Miami, have been chartered by Eastern Air Lines. This agreement relieves Pan Am of ferrying the empty aircraft between the two cities, while Eastern will be able to take advantage of these additional planes during the peak season. Although operated by Pan Am crews, the flights will be conducted under Eastern's name.

National Defense Brings Changed CAB Regulations

WASHINGTON, D. C.—“We shall exempt, for a period of six months, all of the irregular air carriers with transport-type aircraft in order to permit them to carry traffic, moving at Government expense pursuant to contract calling for the furnishing of the full capacity of the aircraft, for the Department of Defense, without regard to the restrictions against regularity or the restrictions against the carriage of persons in foreign air transportation.”

That is how the Civil Aeronautics Board recently recognized the part played by the nonmanned in the national defense effort espe-

cially in “special charter service for the Department of Defense and for groups of service men.”

The Board stated that it is important “to the air transportation industry that there should exist carriers with aircraft, personnel, and facilities available to fill the unpredictable demands which cannot be met by the certificated air carriers” who are required to provide regular service to specific communities.

The amendments to Part 291 of the Economic Regulations still impose restrictions on the number of flights permissible. This, the Board says, is to “maintain true irregularity of service.” Large air carriers may operate only three flights a month in the same direction “between 11 specified pairs of points,” and eight flights a month between any other two points. Puerto Rican flights have been raised from three to eight a month.

Ovaltine by Air

MELBOURNE, AUSTRALIA—One of Australian National Airlines’ Freighters hauls a consignment of empty cans for the Ovaltine factory at Devonport, Tasmania, four times a week. It returns with a full load of Ovaltine-filled cans for domestic consumption as well as for export.

According to Ian C. Webster, of ANA, air shipping costs are “within .01 pence per can of existing shipping and handling charges.” The Australian makers of Ovaltine are happy over the fact that now they are able to meet their stepped-up program without unbroken production.

European Trade Fairs

NEW YORK—Here’s a list of European trade fairs scheduled for this Spring:

- April 3-12: Spring Fair, Utrecht.
- April 7-17: Sample Fair, Basle.
- April 12-19: Industry Samples Fair, Milan.
- April 21-May 6: International Fair, Brussels.
- April 21-May 8: International Fair, Liege.
- April 28-May 14: International Fair, Paris.
- April 28-May 20: International Textile Fair, Lille.
- April 29-May 8: Technical Spring Fair, Hanover.
- April 30-May 11: British Industries Fair, London.
- April 30-May 11: British Industries Fair, Birmingham.

Air Cargo Continues Its Record-Breaking Advance

NEW YORK—It is becoming increasingly evident that the habit of shipping by air has bitten in, and that records will be set and broken at regular intervals.

American Airlines reports that during February it flew 1,164,846 ton-miles of mail, an increase of 54.8 percent over February, 1950; 866,920-ton miles of express, a rise of 97.9 percent; and 3,207,918 ton-miles of freight, which is higher by 40 percent.

Brant International Airways’ January statistics show mail pound-miles up from 187,936,000 in January of last year, to 272,386,000, while freight and express increased from 420,238,000 pound-miles to 705,090,000 pound-miles.

REA’s Air Express Division stated that in January a new high for that month was set when 418,256 shipments were handled.

Continental Air Lines, which only recently made public its record for the year 1950, revealed that mail ton-miles increased 14.31 percent over the previous year, air express revenue increased 25.55 percent, and air freight revenue jumped 33.5 percent.

Kaiser-Fraser Converting For Manufacture of C-119

WILLOW RUN, MICHIGAN—A large portion of the gigantic Willow Run plant of the Kaiser-Fraser Corporation is being converted for the mass manufacture of Fairchild C-119 cargo aircraft. Kaiser-Fraser’s contract with the United States Air Force is the largest of its current defense orders which are estimated to run up to more than a half-billion dollars.

BOAC’S N. Y.-Nassau Freight is Booming

NEW YORK—When 16,073 pounds of cargo were hauled between New York and Nassau by British Overseas Airways Corporation in January, it was hailed as a new high for that run; but shippers have done even better in February, turning over 44,268 pounds to the airline, and representing an increase of 178% over the previous month. Flying Stratocruisers on this route, BOAC operates five flights a week in each direction.

SEND YOUR CARGO
VIA LAY CONSTELLATION

FASTEST AIRCARGO SERVICE!

From NEW YORK

5 hours NON-STOP

• HAVANA

7½ hours NON-STOP

• CARACAS

Also direct flights to
LIMA, PERU.

Daily flights except Monday!
... Only One Airwaybill

Domestic Service to all points in
Venezuela

For information and pickup, phone
Olympic 6-5435 or write LAY, 781
Fifth Avenue, N. Y. 22, N. Y.

LINEA AEROPOSTAL VENEZOLANA
THE VENEZUELAN AIRLINE
WINNER—1949 INTER-AMERICAN AVIATION
SAFETY AWARD

PETER A. BERNACKI, INC.

INTERNATIONAL AND DOMESTIC FREIGHT FORWARDER

PHILADELPHIA • NEW YORK • MIAMI • HAVANA • BRUSSELS • PARIS • LONDON • ROTTERDAM • ROME • ZURICH

Largest Organization of its Kind in the United States built on **PERSONALIZED SERVICE**

AIRCRAFT CHARTERING BROKERS • PASSENGERS AND FREIGHT TO ANY DESTINATION IN THE WORLD
DOMESTIC AND INTERNATIONAL FREIGHT FORWARDER AND BROKER

LETTER OF REGISTRATION AIR FREIGHT FORWARDER No. 19 . . . LICENSED MOTOR FREIGHT BROKER—L.C.C. No. 12236 . . . FORWARDERS PUB. No. 646

EXECUTIVE OFFICES

1007 Phoenix Building, Philadelphia 1, Pa.
Market 7-4315

MIAMI DIVISION

Miami International Airport, Twentieth Street Terminal
Miami 98-4718

METROPOLITAN DIVISION

148-1 West Broadway, New York 13, N. Y.
WO 6-2589

AA Cargo Service To Los Angeles, Frisco

(Continued from Page 11)

various liberalized property authorization, we will provide that American's cargo authority granted hereina shall expire on August 11, 1954, the termination date of the all-cargo certificates. We will further provide since the authority granted arises out of the policy established in the Air Freight Case, now on appeal in the United States Court of Appeals for the District of Columbia, that in event the Board's action in issuing certificates therein is ruled invalid the authority granted American herein shall terminate upon the same date as the certificates issued in the Air Freight Case."

The amended certificate requires that American serve "the co-terminal points San Francisco, and/or Oakland, California, on the one hand, and Phoenix, Arizona, and points east thereof, on the other, on flights carrying property and mail only, which also serve the intermediate points Los Angeles and/or San Diego, California, subject to the restriction that on such flights American shall not discharge at Los Angeles or San Diego property or mail which was enplaned in San Francisco or Oakland and shall not discharge at San Francisco or Oakland property or mail which was enplaned at Los Angeles or San Diego."

New-Type Horse Stalls Are Offered by KLM

NEW YORK—Quicker and more protective service for airborne horses are offered by KLM Royal Dutch Airlines following acquisition of specially designed stalls. Unique in design, the stalls are made of metal, wood, and canvas, and are padded at certain points for the protection of the animals. They can be assembled to specific measurements and are easily convertible into gangways over which the horses can be led into the cargo hold.

Mid-West Airlines Is Bought by Continental

DENVER—Continental Air Lines, which recently announced the purchase of seven additional Convair-Liners at a cost of \$4,300,000, has bought the routes and control of Mid-West Airlines. MWA serves the Nebraska - Iowa - Minnesota - South Dakota area.

Although MWA has been serving the four states it covers with single-engine Cessna aircraft, Continental plans to establish DC-3 service. It would establish service between Chicago and Minneapolis-St. Paul via Moline, Rock Island, East Moline, and Davenport. The Civil Aeronautics Board is being asked by both CAL and MWA for an extension of the Omaha-North Platte segment of the latter carrier's routes to Denver, as well as an extension of MWA's operating permit which will expire in two months.

PAL Opens in Macao

MACAO—An office of Philippine Air Lines, under the management of Antonio Cavalho, has been established here at 20 Avenida Ribeiro. This is the eighteenth foreign office opened by the airline.

Airline for Japs

TOKYO—General Douglas A. MacArthur has authorized Japan to establish domestic air service by chartering aircraft and pilots from foreign airlines. Japanese pilots will not be acceptable at the present time. According to published information, the airline company will be owned by the Japanese Government and private interests on a co-equal basis.

McKim Leaves TCA

MONTREAL—Anson C. McKim, vice president-traffic for Trans-Canada Air Lines, has resigned to become vice president and director of Merck and Company, Ltd. Former permanent Canadian delegate to the International Civil Aviation Organization, McKim joined the airline in July, 1947.

S&W in NAM Film

NEW YORK—Seaboard and Western Airlines' freight operations in the Pacific airlift play an important part in a film for the National Association of Manufacturers' television series, *Industry on Parade*.



FASTEST

ORIENT

AIR CARGO SERVICE

- ★ Dependable schedules—twice weekly from San Francisco.
- ★ Connections with other airlines for rapid trans-shipment to Indonesia and Australia.
- ★ Write or telephone your Cargo Agent or nearest P.A.L. office for full particulars.



PHILIPPINE AIR LINES

SAN FRANCISCO • CHICAGO • LOS ANGELES • HONOLULU • NEW YORK • WASHINGTON, D.C.

APRIL 1951—PAGE 13

Ramspeck on Leave

WASHINGTON, D. C.—Robert Ramspeck, executive vice president of the Air Transport Association, has been granted a leave of absence until June 30, 1952, to enable him to take over the duties as chairman of the Civil Service Commission.

Dominicana Okayed

WASHINGTON, D. C.—A foreign air carrier permit, authorizing Compania Dominicana de Aviacion, C. Por A., to fly

passengers, freight, and mail between Ciudad Trujillo and Miami and between Ciudad Trujillo and San Juan, has been granted by the Civil Aeronautics Board. The Dominican airline has been in operation for seven years.

Gurney Succeeds Jones

WASHINGTON, D. C.—The former Senator from South Dakota, Chan Gurney, has been sworn in as a member of the Civil Aeronautics Board to fill the balance of the six-year term held by Harold A. Jones who recently resigned. A Republican, Gurney will serve until December, 1952.

Saunders Roe Gets Cierva

SOUTHAMPTON, ENGLAND—Cierva Autogiro Company, Ltd., developers of the famous *Air Horse* helicopter, has been

taken over by Saunders Roe. Both the factory and the right to develop Cierva's current types of rotary wing aircraft have been acquired.

Manila-Tokyo Flying Time is Cut by PAL

MANILA—Inauguration of DC-6 flights between Manila and Tokyo has reduced flying time by three hours and 40 minutes, according to an announcement made by Colonel Andres Soriano, president of Philippine Air Lines. The new flight is routed via Okinawa.

Cargo Gets a Break

WASHINGTON, D. C.—The Prototype Aircraft Advisory Committee, headed by CAA Administrator Donald W. Nyrop, is stressing cargo and local service-type aircraft in its evaluation program, with second priority going to passenger planes. The group is expected to study airfreighters with 20,000-, 30,000-, and 50,000-pound payloads.

ABC AIR FREIGHT CO., INC.

Domestic Air Forwarders
Door-to-door Overnight Service
New York to
CHICAGO—DETROIT—CLEVELAND
and all principal cities in
U.S.A.
Also CHARTER SERVICE
405 W. 37th St., New York
8Ryant 9-5340

BARIAN SHIPPING COMPANY

Foreign Freight Forwarders
Customs Brokers
Recognized by:
International Air Transport Association
27 Broadway, New York 4, N. Y.
Phone: BOwling Green 9-4457
FORWARDERS FMB No. 38

BRAUNER & CO.

Foreign Freight Forwarders
& Customs Brokers
FORWARDERS FMB No. 374
Recognized by:
International Air Transport Association
24 State Street, New York 4, N. Y.
Phone: DIgby 8-2475

H. G. OLLENDORFF, INC.

Foreign Freight Forwarders
FORWARDERS FMB No. 41
Agent for All Airlines
Authorized Agent: Pan American World
Airways
Recognized by:
International Air Transport Association
239-243 W. 48th Street, New York 23, N. Y.
Phone: TRAfalgar 4-0154

J. D. SMITH INTER-OCEAN INC.

• Customs Brokers • Air Freight
• Foreign Freight Forwarders
39 BROADWAY, NEW YORK 4, N. Y.
BOwling Green 9-2332
Branch Office—S. Y. International Airport
Miami Int. Airt. 36 St., Ter. Bldg. P.O. B. 786
FORWARDERS FMB No. 347

TRANS-WORLD SHIPPING CORP.

Foreign Freight Forwarders
FORWARDERS FMB No. 873
Recognized by:
International Air Transport Association
35 S. William St., New York, N. Y.
Phone: WHIttehall 3-3850

Still Available! . . .

Fourth Edition of the

AIR SHIPPERS' MANUAL

including fully revised lists of

- IATA Air Cargo Agents
- CAB-Authorized Air Freight Forwarders
- Airline Cargo Directory
- Scheduled Airlines of the United States
- Irregular and Non-Certificated Cargo Carriers
- Foreign Airlines of the World
- Other Features

Order your copy today! . . . Only 25¢ per copy!

CLIP
IT
TODAY

Air Transportation
10 Bridge Street
New York 4, N. Y.

Gentlemen:

Please send uscopy(ies) of the Fourth Edition of the
AIR SHIPPERS' MANUAL @ 25¢ each.

Firm

Individual's Name

Title

Address

CityZoneState

☐ Money enclosed

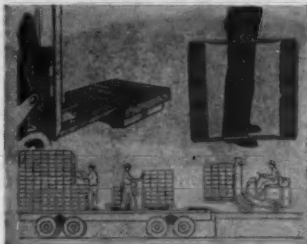
☐ Please send bill

MAIL
IT
TODAY

NEW EQUIPMENT

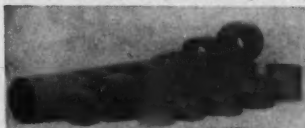
FOR THE
Shipper & Carrier

ROLL-RITE CORPORATION: This firm is now manufacturing a new-type dolly which is designed for moving palletized loads to a point where fork trucks can operate with safety and efficiency. Roll-Rite's pallet dolly is especially valuable when "the condition of the floor or truck bed will not support the combined weight of a load and fork truck. For example, a mechanical carrier plus a load in



a plane, freight car, or truck, might break through the bed. The recommended number of rollers for the dolly ranges from six to 10, depending on the load and the condition of the floor. The pallet dolly, which is of strong tubular and pressed steel construction, is light in weight and easy to carry. Standard sizes now in production are from 30 in. x 30 in. to 48 in. x 48 in. The company states that special sizes will be made up to order.

Central Fibre Products Company: New corrugated spacing cylinders, blocks, and rounds are now being manufactured by this company. The manufacturers suggest Packing Spacers for the protection of various fragile and heavy articles in corrugated or wooden boxes. These fit tightly, withstand great weights and strains, and may be glued into position,



thereby greatly reducing the possibility of damage to merchandise in transit. Packing Spacers are made glued for solid protection, or taped for soft packing protection, and are available in a variety of inside and outside diameters and widths.

Lyon-Raymond Corporation: The SpaceMaker line has been expanded to include a 4,000-pound capacity model for stacking and tying skids. It is available with a standard 24-inch wide platform with lengths ranging from 30 to 48 inches. It is offered with a lowered height of either seven or 11 inches. With the standard 83-inch mast, 58 inches of elevation can be furnished. The load is supported by four wheels with heavy duty rubber tires. The tractor is equipped with a 10-inch drive wheel and two seven-inch stabilizing

wheels mounted on a spring suspended swivel caster. These wheels also have rubber tires.

Yale and Towne Manufacturing Company: The Philadelphia Division reports that a design innovation which permits standard 83-inch overall height telescopic lift trucks to reach even greater heights has been developed. The new triple



lift fork truck tiers loads 197½ inches high, thus enabling warehouses and plant storage areas to utilize more space. The new device consists of an extra set of front channels and an additional lifting cylinder. Hung directly in front of the regular telescopic channels and operated by a separate control, the extra front channels can be quickly removed for normal fork operation.



AIR CARGO TO EUROPE OVERNIGHT!

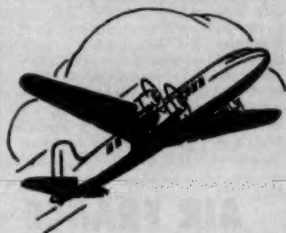
Here's your swift, reliable "highway" to all Europe—plus the Near and Far East. 12 hours to Britain... overnight to 6 German cities... daily flights to Central Europe. Save money on low commodity rates!

• **SAS GROUND-HANDLING**, system-wide means rapid, responsible forwarding.

See Your
Air Cargo Agent

SCANDINAVIAN
AIRLINES SYSTEM

WORLD-WIDE SHIPPING



INTERNATIONAL AIR FREIGHT FORWARDERS

Recognized by
International Air Transport
Association

FOREIGN FREIGHT FORWARDERS

(Forwarders FMB No. 793)

CUSTOM HOUSE BROKERS

PACKING SPECIALISTS

ROHNER, GEHRIG & CO., INC.

15 MOORE STREET
NEW YORK 14, N. Y.
CABLES "ROHGEHRIG"

Telephones: BOWling Green 9-6350
(20 lines)

Idlewild

AIRPORT OFFICE

141-34 Rockaway Boulevard
South Ozone Park, N. Y.

Phones: JAMAica 9-5188-89

**Consult Us About Your
Shipping Problems**

AIR FREIGHT FORWARDERS

ACME AIR CARGO, INC.: This company, which holds a CAB certificate as an approved international air freight forwarder, has inaugurated a new expedited, express-type service to Caracas and other points in Venezuela, via New York and Miami. AAC recently established Acme Air Cargo de Venezuela, which is located in Caracas, and is operated by Acme's own personnel. The company offers "single-carrier responsibility, a simplified

through airwaybill, first flight out, and door-to-door service." Acme reports that a method of speeding delivery in Caracas is the delivery of each arrival notice by messenger on the day of the shipment's arrival. With local mail service is that city traditionally slow, this represents a significant slash in the time lag—always an important consideration to air shippers.

► **Barnett International Forwarders, Inc.:** This firm has established a branch office at New York International Airport (Idlewild). Phones are: OLympia 6-5740 and 6-5741.

► **Emery Air Freight Corporation:** The addition of a Syracuse office, located in the Administration Building, Hancock Field, has been announced by John C. Emery, president. Glen Dawley has been

appointed manager of the office. Emery stated that the opening of the new office is in line with the company's plan to expand on a nationwide basis to "meet the greatly increased demand for dependable high-speed air service generated by increased civilian needs and stepped-up defense requirements." The Syracuse office, sixteenth in the Emery network, "will greatly facilitate handling of shipments to and from our many Syracuse customers, and will give Syracuse purchasing agents quicker access to their suppliers and customers throughout the country."

► **Mercader, Inc.:** Herbert J. Pardo, formerly with Gondrand Brothers, Inc., in New York, heads Mercader's new office at the Miami International Air Freight Depot, Building No. 3, International Airport, Miami, Florida.

► **Pan American Marine Corporation:** A consignment of 80 rabbits, boxed in orange crates, recently was forwarded to Bogota by this company's Air Cargo Department. The shipment was picked up at Newark by National, transloaded at Miami for carriage to Barranquilla via Pan Am, and transhipped to destination via Avianca.

► **Rediker Brothers Shipping Company, Inc.:** A six-story building, located at 261 Church Street, New York, has been purchased by this firm. The structure's two large basements are being converted to cargo warehouses, complete with electric conveyors to speed unloading from trucks. A street-level entrance has been set aside for small-parcel deliveries.

► **Rohner, Gehrig and Company, Inc.:** The opening of new offices at Idlewild, supervised by Joseph Setariano, is announced by the company. A three-story building, situated at 141-34 Rockaway Boulevard, South Ozone Park, adjacent to the airport, was recently purchased by the firm. The new setup will enable Rohner, Gehrig to streamline its handling of air freight shipments, both inbound and outbound. Accommodations are available for the receiving and storage of cargo. Phones: JAMaica 9-5188 and 9-5189, Or, at the main office: BOWling Green 9-6350.

► **United Nations Shipping Corporation:** This company has been appointed official representative in the United States for the Padua Fair (June 9-24).

AIR FRANCE "FAST-AIRE" CARGO SERVICE MADE THIS FABULOUS NEWS FOR BLOOMINGDALE'S

CASE HISTORY #27



Near Orleans, France, the "Fraises des Bois," delicious wood strawberries are picked for shipment to Bloomingdale's, in New York.

The next day these berries, gourmet's delicacy, were on sale in Bloomingdale's, New York. One of the many profitable air freight jobs Air France does every day.

SHIPMENTS SCHEDULED DAILY—ON ALL FLIGHTS TO 151 DESTINATIONS ON 6 CONTINENTS

* You reach these markets at the right time to take advantage of peak demand.
* SHIPMENTS routed beyond Paris get priority handling.
* New low commodity rates for specific commodities. Cut inventory, storage, insurance costs . . . save time . . . with "FAST-AIRE" CARGO SERVICE.

When you ship... **SHIP**

AIR FRANCE

"FAST-AIRE" CARGO SERVICE

FIVE CONVENIENT TERMINALS: New York—483 Fifth Ave., New York 22, 5 Pearl St. or "Idlewild," Plaza 9-7000; Boston—493 Boylston St., Boston 16, or Logan Airport, COplay 7-5350.

MAN WANTED

LARGE FORWARDING COMPANY LOOKING FOR MAN WITH INTERNATIONAL AIR FREIGHT FOLLOWING TO WORK ON PROFIT-SHARING BASIS. WRITE:

BOX 5, AIR TRANSPORTATION
10 BRIDGE ST., NEW YORK 4, N. Y.

AIR CARGO INSURANCE

MAIL

EXPRESS

FREIGHT

Carriers Liability—Shippers All Risk Anywhere in the World

NEW YORK 17
40 E. 42nd STREET
MUrray Hill 7-6960

PARKER & CO.

Specializing in aviation insurance for over 20 years

PHILADELPHIA 3
1616 WALNUT STREET
Kingsley 5-1200



The numbered paragraphs below correspond with the numbers appearing in the coupon on this page. To order one or more pieces of literature, or other types of material, at absolutely no charge to you or your firm, just encircle the corresponding number in the coupon, fill in the required information, and mail it in. Air Transportation will do the rest of the job.

1 A helpful Safety Kit which contains a number of interior plant posters to caution truck operators, such as *Blind Corners Traffic Crossings, Low Head Room, etc.* Also included are cartoon posters emphasizing safe fork-lift operation, as well as an Operator's Guide.

2 If you want some information on the Longboy—a new 50-foot steel-tape rule with an automatic rewind—just let us know. This rule, which will come in handy to shippers, can rewind the full 50 feet in 10 seconds.

3 Want an attractively illustrated brochure which gives full information on the uses of a manufacturer's fork trucks in 3,000 and 4,000 pounds capacity? Covers eight different industries and 16 different applications.

4 Information on a new-type, inter-office communications system which is easily disassembled and reassembled. This device can be expanded to take in as many as 11 stations. An excellent time-saver in shipping circles.

5 A dramatic, 40-page booklet which tells all about how an airline is operated and what makes it tick. Four-fifths of

the book comprise excellent pictures. You'll like this.

6 Sample back number of the *American Import & Export Bulletin*, giving news of developments in the foreign trade industry. Covers Customs, Commerce, Agriculture, Treasury, and State Departments thoroughly. Reports on changes in laws, rules, regulations, etc.

7 *Meet the Fleet*—one of the finest air freight booklets produced by an air carrier that we've seen. Gives the lowdown on that airlines freight services, plus additional valuable information. Printed in color and illustrated.

8 A handsome, eight-inch, plastic rule, also showing the metric scale on the reverse side. This is offered by a well-known freight forwarding firm. If you want more than one, please specify on coupon.

9 File-sized booklet designed and written for the purpose of taking the guesswork out of selecting and using corrugated and solid-fibre shipping cases. Includes the advantages, applications, composition, forms, properties, and sealing techniques of case sealing adhesives for

hand or machine sealing operations. Illustrated.

10 A comprehensive 18-page book in color which shows every detail of a recently designed electric pallet truck. The truck can handle pallet loads up to two tons.

11 *American Foreign Trade Definitions*, a 32-page book of high value to shippers everywhere. Includes a chart showing the various steps taken from the time a shipment leaves the consignor to the moment it reaches the consignee. Produced and offered by one of the larger freight forwarding companies.

12 A complete, 40-page list of independent foreign freight forwarders registered with the Federal Maritime Board under General Order No. 72. The only one of its kind published.

13 *Extra Arms and Hands for Tow-motors' One-Man Gang*—a new folder issued by the manufacturer, illustrating a large variety of accessories designed for rapid mass handling of unusual materials and special types of loads.

14 An attractive folder describing the operations of one of the outstanding domestic air freight forwarding outfits.

15 Would you care to have your employees and associates view *Tow-motor's 30-minute sound movie, The One Man Gang*? This film is designed to show how the company's idea of mass handling has helped manufacturers to develop systematic movement in less time and lower cost.

16 A domestic and international air freight forwarder offers a booklet showing nine ways on how to show a profit on your shipping.

17 Complete information on the Grip-A-Tab line of automatic dispensers of sealing tape. Will handle tapes as narrow as a quarter-inch and as wide as eight inches. Can take care of all heavy-duty tapes.

18 An attractive and valuable wall chart in color, showing the proper procedures in storing gummed tape, the use of automatic dispensers, and the application of gummed tape. Should be on the walls of all shipping departments. Illustrations tell the story in a glance.

19 *What Every Shipper Should Know*, a 24-page, fully illustrated manual devoted to proper packaging with sealing tape. Includes directions for sealing various types of packages—telescope cartons, soft-wraps, irregular shapes, etc. Also contains essential excerpts of regulations covering parcel post, railway express, air express, and motor carrier.

20 A complete directory of all Railway Express Agency offices which provide air express service. Offices are listed alphabetically to facilitate detection. Should be on the desk of every traffic man and shipper.

21 *The Blue Book of Packaging*—a 24-page, fully-illustrated booklet showing the various methods of securing shipments with steel strapping. Covers every conceivable type of container. Includes a strapping schedule indicating savings effected through the use of such strapping.

22 File-sized bulletin on the new Mobilist Tier-Master fork lift

MAIL THIS COUPON TODAY

SPECIAL SERVICE DEPARTMENT
AIR TRANSPORTATION
10 Bridge Street, New York 4, N. Y.

Gentlemen:

Please send the free literature indicated below to the following:

NAME
TITLE
FIRM
ADDRESS
CITY ZONE STATE

1	2	3	4	5	6	7	8	9	10	11	12
13	14	15	16	17	18	19	20	21	22	23	24
25	26	27	28	29	30	31	32	33	34	35	36
37	38	39	40	41	42	43	44	■	■	■	■

Place a circle around your selection.

truck. Capacity is 2,000 pounds. Overall height is 72" and lift 117".

23 Information on a 4,000-pound capacity model of the SpaceMaker, for stacking and tiering skids. Has the standard 83" mast, and 58" elevation can be furnished.

24 Eight-page specification Bulletin No. 1325 which includes user benefits of the major components of the FT-60 6,000-pound capacity fork truck. Well illustrated.

25 Here's an exceptionally interesting 15-minute sound movie which is available on loan upon application. *Industry on Parade* highlights the role of a certain international air freight carrier in the now historic and still continuing Pacific Airlift.

26 Accessory Data Sheet on fork extensions for handling loads longer than those ordinarily carried on the regular forks of a lift truck.

27 A Certified Job Study showing how a certain line was able to reduce terminal storage and save time in

loading and unloading materials. In one of the illustrated cases, a job which formerly required 72 man-hours was cut to 12; in another, an eight-man-hour operation was reduced to a mere 20 minutes.

28 *Your Foreign Shipping Handbook*, a descriptive booklet, in color, issued by the Foreign Traffic Department of American Express. Introduces in graphic form the various services of the company's international shipping setup.

29 Here's a handy pocket-size weight converter, which will translate kilograms into pounds, and pounds into kilograms. Don't forget that some countries figure their weight in kilos. You'll make use of this.

30 Attractive illustrated eight-page brochure which shows how handling time can be cut 85%. Excellent for executives whose firms afford warehouses or who are located at terminals airports, etc.

31 Complete details on a speedy method for tagging boxes for storage or shipment by means of an automatic one-hand tacker for driving staples and fastening tags to various types of con-

tainers. Easily assembled and disassembled. Also a new-type kit for holding 1,000 staples and which fits into a vest pocket.

32 Twenty-eight-page booklet, in color, which describes the functions of overhead trolley conveyors. Profusely illustrated. Visual lesson on the valuable work of overhead conveyors.

33 Ready reference catalog of the Mercury line of materials handling equipment. Includes tractors, trailers, and lift trucks. Well illustrated and in color.

34 A study of a certain area which proved that the intelligent use of containers can get the shipper more miles per shipping dollar. Interesting reading.

35 A certificated international air freight forwarder is offering an attractive folder which describes its own consolidation and forwarding set-up.

36 Latest issue of a valuable magazine which includes many useful tips on the use of steel strapping in packaging shipments. Well illustrated.

37 Samples of one firm's gummed box stay paper, gummed sealing tapes, gummed cambrics, etc. Here's a full line in various sizes and colors.


38 Descriptive literature on the Cargo Ready-Load which facilitates air freight loading and transloading. Only airline and air freight terminal men need apply.

39 Companies having Government orders for products which require Method II packaging in "barrier type" materials will be interested in this booklet, which describes and illustrates latest equipment for fabricating, handling, and sealing these materials.

40 United Air Lines' latest air freight folder which shows how to "streamline your manufacturing, distributing, retailing" via its service.

41 Latest issue of *Handling Materials Illustrated* which offers actual case histories to those who are engaged in the handling of various types of shipments.

42 Can you arrange for an interested group to watch a 15-minute, 16 mm sound film? The motion picture, *At Your Service, Mr. Wilson*, has been produced by KLM Royal Dutch Airlines. No charge for the loan of the film, but you'll have to provide your own projection equipment.



Specify KLM

AIR CARGO LEADER OVER THE ATLANTIC

**Scheduled Freight
Flights Plus Daily
Service between New York
and All Europe, Africa,
Middle and Far East.**

Time is Money on Your Books

1. Speed is more important today than ever before
2. Speed means faster collection of letters of credit
3. Speed eliminates excess inventory

FOR INFORMATION CALL YOUR FREIGHT FORWARDER or KLM Royal Dutch Airlines, 87 Fifth Avenue, New York 19, N. Y. LUXEMBOURG 2-4000. Other KLM offices in Miami, Chicago, Los Angeles, San Francisco, Washington, Philadelphia, Boston, Montreal and Toronto.

WORLD'S FIRST AIRLINE

ACME AIR CARGO

serving 100 key destinations in
Europe, Asia and Africa including

BRUSSELS



IATA Rates from New York	1-22 Lbs.	23-99 Lbs.	100 Lbs.	Min.
ACME AIR CARGO	1.06	1.06	.80	5.00
DAILY SERVICE • SINGLE-CARRIER RESPONSIBILITY	1.04	1.01	.80	4.00

NEW YORK AIR TERMINAL—PIER 42 EAST RIVER • BARCLAY 7-2000

43 Here's the very latest issue of the New York State Airport Map and Directory. This is a revision of the last map offered in these columns.

44 Glenn L. Martin's 40-page booklet, *Modern Techniques in Aircraft Manufacturing*, which is composed of case histories in industrial efficiency and economy. This is offered freely to American industry in behalf of the national defense effort.

Puerto Rico Case

(Continued from Page 11)

those already in existence), the Board asserted that it had intentionally limited its statements to domestic trunkline routes. As for Pan Am's urging that the Board should have considered national emergency matters in its decision, the Government body said:

"After carefully considering the peculiar situation of the island of Puerto Rico, its dependence upon air transportation, its compelling need for adequate air service—particularly low cost service of the type upon which we expect Eastern to concentrate its efforts, the present and potential traffic available to certificated air carriers offering such service, and the improvements in that service which may reasonably be expected to flow from the competitive route—we conclude, on balance, that the temporary award in this proceeding is fully justified under the mandate of the Act and the facts of record. Nor do we find anything resulting from the present national emergency that would lead to a contrary conclusion. While it is true that the record in this case was closed long before the Korean situation arose, Pan American has set forth no new matters in relation to the national emergency of sufficient importance to warrant a change in decision."

Oxnard's Letter Suspended

WASHINGTON, D. C.—Found that it had "knowingly and willfully conducted regular air transportation service in violation of Section 401(a) of the Civil Aeronautics Act, Oxnard Air Freight, which operates as North American Airlines, has been directed by the Civil Aeronautics Board to cease and desist from further operations. Its Letter of Registration has been suspended.

Congratulations

American Airlines: James H. Douglas, Jr., has been elected a member of the board of directors.

Boeing Airplane Company: Newest members of the board: William G. Reed, J. P. Weyerhaeuser, Edward C. Wells, John O. Yeasting.

Braniff International Airways: T. E. Braniff, president, has been honored in a four-day Oklahoma City celebration sponsored by civic, business, and religious organizations. Braniff has spent a half-century in the insurance field, and he also has served as national Catholic co-chairman of the National Conference of Christians and Jews. He is one of the founders of World Brotherhood.

Consolidated Vultee Aircraft Corporation: I. M. Laddon has been elected chairman of the board's executive committee.

Continental Air Lines: John A. Smith, well known air cargo manager for the line, has been elevated to the position of assistant to the vice president. He will handle Federal agency and legislative matters for CAL.

Frontier Airlines: District sales managerships have gone to John D. Lindsay at Salt Lake City, and E. R. McDonald at Billings.

Lockheed Aircraft Company: Ned Root and Richard Bean have joined the company in the respective posts of publicity manager and assistant publicity manager.

Glenn L. Martin Company: William B. Bergen has been elected vice president and chief engineer.

Northwest Airlines: James J. Fauteux has moved from Pittsburgh to Cleveland where he operates as district sales manager; and Howard W. West, who has been a member of the Cleveland sales staff since returning from the Orient, succeeds Fauteux there.

Pan American World Airways: S. Roger Wolin, public relations manager for the Latin American Division, has been awarded his 15-year pin.

Sabena: Paulette E. Reagan has been appointed Florida representative with offices at 235 Lincoln Road, Miami.

TWA: John J. Corris recently was named assistant public relations manager in New York, with Bertram L. Fink succeeding Corris at La Guardia Airport in charge of public relations activities there.

FAST..CAREFUL..DIRECT

**AIR
CARGO
SERVICE**

to

**ALL EUROPE
THE NEAR EAST
THE BELGIAN CONGO
SOUTH AFRICA**

via

**SABENA
BELGIAN AIRLINES**

Over a Quarter of a Century of INTERNATIONAL AIRLINE SERVICE ASSURES YOU EXPERT, SAFE, SURE DELIVERY OF YOUR SHIPMENTS TO ANY POINT ON SABENA'S 34,000-MILE SYSTEM, REACHING

Belgium	Sweden
Switzerland	Greece
France	Spain
England	Portugal
Italy	Poland
Germany	Czechoslovakia
Holland	Israel
Denmark	Belgian Congo
Norway	South Africa

For Full Information on Air Cargo Service to ANYWHERE IN THE WORLD, consult your Broker, or

**SABENA
BELGIAN AIRLINES**

422 Madison Ave.
New York 17
Plaza 3-1800

308 S. LaBelle St., Chicago 4, Phoenia 3-2870
323 Terry St., San Francisco 2, YUkon 3-6922
4022 Wilshire Blvd., Los Angeles 36, WEster 3-7723
235 Lincoln Rd., Miami Beach, Miami 58-5811

*The World Airlines with
The Extra Margin of Experience*

FAST DAILY AIR FREIGHT SERVICE

NEW YORK • MIAMI • HAVANA

Expreso Aéreo
INTERAMERICANO, S. A.

Pick-up Service:
**NEW YORK—Monument 3-5200
MIAMI—88-1291**

Deliveries:
**NEW YORK—173 West 97th St.
MIAMI—Bldg. No. 354, 20th St. Airport**



SCHEDULED AIRLINE

[REG. U. S. PAT. OFF.]

Destination	Airport and Airline	RATES (Base Note)				Depart
		1st	2nd	3rd	4th	
Arequipa, Cont'd	BRO P*	1.09	.63	.30	.20	Dly excess M
	LAX P*	1.23	.77	.30	.20	Sa T,W,Tu,Th
Arica, Chile	MSP P*	1.13	.64	.30	.20	Dly
	BOU P*	1.18	.67	.30	.20	Sa,Th
	BRO P*	1.18	.67	.30	.20	Sa,Th
	LAX P*	1.28	.78	.30	.20	Dly
Armenia, Colombia	MIA P*	.88	.28	.18	.15	Dly
	MSP P*	.90	.28	.18	.15	Dly
	BOU P*	.83	.28	.18	.15	Dly
	BRO P*	.83	.28	.18	.15	Dly
	LAX P*	.78	.23	.15	.15	Dly
	LGA P*	.84	.37	.15	.15	Dly
Arica, N.W.I.	CRP P*	1.42	1.01	.35	.25	W,Th
	UL K	.50	.20	.17	.M,T	F
Asmara, Eritrea	IDL BO	1.78	1.33	.25	Sa,M,T,Th,F	
Asuncion, Paraguay	LGA P*	1.47	.83	.35	T,F	
	MIA P*	1.47	.83	.35	T,F	
	MSP P*	1.48	.84	.35	M,T	
	BRO P*	1.49	.87	.35	Sa,W	
	BRO P*	1.49	.87	.35	Sa,W	
	LAX P*	1.43	.81	.35	W,Th	
	BRO B*	1.50	.88	.35	W,Th	
	CHI B*	1.50	.88	.35	W,Th	
	CRP B*	1.49	.87	.35	W,Th	
	DAL B*	1.49	.87	.35	W,Th	
	YIP B*	1.50	.88	.35	W,Th	
	FTW B*	1.50	.88	.35	W,Th	
	HAY B*	1.39	.83	.35	W,Th	
	ROU B*	1.49	.87	.35	W,Th	
	IND B*	1.49	.87	.35	W,Th	
	LRD B*	1.53	.90	.35	W,Th	
	MSP B*	1.46	.85	.35	W,Th	
	SAT B*	1.50	.88	.35	W,Th	
	EWB TC	1.70	1.50	..	Frequently	
Athens, Greece	IDL SA	1.87	1.11	..	Sa	
	DEL SA	1.87	1.11	..	Sa	
	IDL LI	1.44	1.08	..	M,T,Th	
	IDL BO	1.44	1.08	..	Dly	
	MIA BO	1.48	1.11	..	Dly	
	IDL AF	1.44	1.08	..	W,Th	
	BOB AF	1.41	1.06	..	T,T	
	IDL K*	1.44	1.08	..	Sa	
	UL K	1.44	1.08	..	Sa	
	IDL SS	1.44	1.08	..	T,W,Th	
	LGA TW	1.44	1.08	..	Dly	
	CHI TW	1.49	1.13	..	Dly	
	PHL TW	1.45	1.09	..	T,T	
	BOB TW	1.41	1.07	..	M,F	
	YIP TW	1.48	1.10	..	Dly	
	IDL S	1.44	1.08	..	T,Th	
	IDL BR	1.44	1.08	..	T,T	
	IDL P	1.44	1.08	
	BOB P	1.41	1.07	
Auckland, N. Z.	UL K	1.78	1.33	.25	W,Th	
	MFO P	1.78	1.33	.25	W,Th	
	FDX P	1.78	1.33	.25	Sa	
	SEA P	1.75	1.32	.25	Sa	
	SFO BC	1.76	1.32	.25	Sa	
	HNL BC	1.19	.90	.20	F	
	VR BC	1.78	1.32	.25	F	
Baghdad, Iraq	IDL AF	1.70	1.27	.25	Weekly	
	BOB P	1.70	1.27	.25	T,T	
	IDL BO	1.70	1.27	.25	Dly	
	IDL K	1.70	1.27	.25	W,Th	
	UL K	1.70	1.28	.25	W	
Bahia, Brazil (See San Salvador)	IDL BO	1.80	1.35</			

INTERNATIONAL AIR CARGO RATE TABLES — Continued

RATES (See Note)							RATES (See Note)							RATES (See Note)							
Destination	Airport and Airline	Class	Rate	Class	Rate	Class	Destination	Airport and Airline	Class	Rate	Class	Rate	Class	Destination	Airport and Airline	Class	Rate	Class	Rate	Class	
Barcelona, Venezuela	MIA K	.40	.34	.16	W,F		Bombay, India	IDL BO	2.05	1.54	.25	Dly	Call, Colombia	MIA P	.54	.28	.20	Dly			
Barranquilla, Col.	MIA P	.54	.38	.18	Dly			IDL TW	2.05	1.54	.25	Dly		LGA P	.54	.28	.20	Dly			
	LGA P	.54	.38	.18	Dly			IDL K	2.05	1.54	.25	Dly		MSY P	.54	.28	.20	Dly			
	MSY P	.54	.38	.18	Dly			IDL P	2.05	1.54	.25	Dly		BRO P	.54	.28	.20	Dly			
	ROU P	.54	.38	.18	Dly			IDL S	2.05	1.54	.25	Dly		LAX P	.54	.28	.20	Dly			
	BRO P	.54	.38	.18	Dly			IDL S	2.05	1.54	.25	Dly									
	LAX P	.54	.38	.18	Dly				IDL S	2.05	1.54	.25	Dly								
Barranquilla, Col.	MIA P	.54	.38	.18	Dly		Bombay, India	IDL BO	2.05	1.54	.25	Dly	Camaguey, Cuba	MIA P	.12	.12	.12	Dly			
	LGA P	.54	.38	.18	Dly			IDL TW	2.05	1.54	.25	Dly		MSY P	.12	.12	.12	Dly			
	MSY P	.54	.38	.18	Dly			IDL K	2.05	1.54	.25	Dly		BRO P	.12	.12	.12	Dly			
	ROU P	.54	.38	.18	Dly			IDL P	2.05	1.54	.25	Dly		LAX P	.12	.12	.12	Dly			
	BRO P	.54	.38	.18	Dly			IDL S	2.05	1.54	.25	Dly									
	LAX P	.54	.38	.18	Dly			IDL S	2.05	1.54	.25	Dly									
	UL K	.54	.38	.18	Dly			IDL S	2.05	1.54	.25	Dly									
Barranquilla, Col.	MIA P	.54	.38	.18	Dly		Bombay, India	IDL BO	2.05	1.54	.25	Dly	Camaguey, Cuba	MIA P	.12	.12	.12	Dly			
	LGA P	.54	.38	.18	Dly			IDL TW	2.05	1.54	.25	Dly		MSY P	.12	.12	.12	Dly			
	MSY P	.54	.38	.18	Dly			IDL K	2.05	1.54	.25	Dly		BRO P	.12	.12	.12	Dly			
	ROU P	.54	.38	.18	Dly			IDL P	2.05	1.54	.25	Dly		LAX P	.12	.12	.12	Dly			
	BRO P	.54	.38	.18	Dly			IDL S	2.05	1.54	.25	Dly									
	LAX P	.54	.38	.18	Dly			IDL S	2.05	1.54	.25	Dly									
	UL K	.54	.38	.18	Dly			IDL S	2.05	1.54	.25	Dly									
Barranquilla, Col.	MIA P	.54	.38	.18	Dly		Bombay, India	IDL BO	2.05	1.54	.25	Dly	Camaguey, Cuba	MIA P	.12	.12	.12	Dly			
	LGA P	.54	.38	.18	Dly			IDL TW	2.05	1.54	.25	Dly		MSY P	.12	.12	.12	Dly			
	MSY P	.54	.38	.18	Dly			IDL K	2.05	1.54	.25	Dly		BRO P	.12	.12	.12	Dly			
	ROU P	.54	.38	.18	Dly			IDL P	2.05	1.54	.25	Dly		LAX P	.12						

INTERNATIONAL AIR CARGO RATE TABLES—Continued

		RATES (See Note)				
Destination	Airport and Airline	1st	2nd	3rd	4th	Depart
		2 1/2	2 1/2	2 1/2	2 1/2	
Orizaba,						
Costa Rica,	MIA P*	.41	.31	.18	Dly	
"	MST P*	.47	.38	.18	Dly	
"	HOU P*	.40	.31	.16	Dly	
"	BRO P*	.40	.31	.16	Dly	
"	LAX P*	.48	.48	.18	Dly	
Cuenca, Colombia,	MIA P*	.54	.38	.18	Sa,W,F,Sa	
"	LGA P*	.64	.37	.18	Sa,M,T,Th	
"	MST P*	.69	.39	.18	Sa,M,T,Th	
"	HOU P*	.69	.39	.18	T,Th,F,Sa	
"	BRO P*	.69	.39	.18	T,Th,F,Sa	
"	LAX P*	.77	.38	.18	T,Th,F,Sa	
Cuzco, Ecuador,	MIA P*	.67	.34	.18	Sa,M,T,Th	
"	MST P*	.73	.34	.18	Sa,M,T,Th	
"	HOU P*	.73	.34	.18	Sa,M,T,Th	
"	BRO P*	.73	.34	.18	Sa,M,T,Th	
"	LAX P*	.89	.60	.20	Sa,W,Sa	
Cuzco, H.W.J.,	LGA P*	.40	.31	.20	Dly	
"	MIA P*	.40	.31	.20	Dly	
"	MIA K	.30	.29	.16	Dly	
"	UL K	.30	.38	.17	M,F	
Curitiba, Brazil...	LGA P*	1.08	1.08	.25	Dly	
"	MIA P*	1.48	1.48	.25	Dly	
"	MST P*	1.48	1.48	.25	Dly	
"	HOU P*	1.48	1.48	.25	Dly	
"	BRO P*	1.48	1.48	.25	Dly	
"	LAX P*	2.06	2.06	.25	Dly	
Dakar, Senegal,	LGA P	1.29	.97	.25	M,Th	
F.W. Africa,	BOS P	1.26	.95	.25	Sa	
"	IDL AF	1.53	1.14	.25	Twice Wkly	
"	BOS AF	1.49	1.13	.25	Dly	
Damascus, Syria,	LGA P	1.54	1.16	.25	Dly	
"	IDL SW	1.81	1.14	.25	Dly	
"	IDL AF	1.58	1.17	.25	Dly	
"	BOS AF	1.58	1.17	.25	Dly	
"	HOU	1.54	1.14	.25	Dly	
"	IDL SW	1.54	1.14	.25	Dly	
"	IDL K	1.54	1.14	.25	Sa,W	
"	UL K	1.54	1.14	.25	Sa,W	
Dar-es-Salaam,	IDL BO	1.89	1.43	.25	Sa,M,T,Th,F	
Tanganyika,	IDL AF	1.89	1.43	.25	Sa,T,F	
"	BOS AF	1.98	1.40	.25	Dly	
Darwin, Australia,	IDL BO	2.73	2.94	.25	Sa,M,T,Th,F	
David, Panama,	MIA P*	.45	.32	.30	Dly	
"	MST P*	.45	.32	.30	Dly	
"	HOU P*	.45	.32	.30	Dly	
"	BRO P*	.45	.32	.30	Dly	
"	LAX P*	.77	.60	.30	Dly	
Delhi, India,	IDL BO	2.68	1.54	.25	Sa,M,T,Th,F	
"	LGA P	2.68	1.54	.25	Sa,M,T,Th,F	
"	POR	2.02	1.51	.25	Dly	
"	LAX P	2.68	1.54	.25	Sa,M,T,Th,F	
"	SFO P	3.00	2.23	.25	Dly	
"	PDX P	3.00	2.23	.25	Dly	
"	SEC P	3.00	2.23	.25	Dly	
"	IDL K	2.02	1.54	.25	Sa,W,T,Th,F	
"	UL K	2.07	1.54	.25	Sa	
Dhaka,	LGA TW	1.80	1.35	.25	Sa,W,F	
Rangoon, Burma,	IDL P	1.80	1.35	.25	Dly	
"	BOS P	1.77	1.33	.25	Dly	
"	IDL K	1.80	1.35	.25	W	
"	UL K	1.81	1.34	.25	Dly	
Doha,	IDL AF	1.79	1.39	.25	Weekly	
F.W. Africa,	BOS AF	1.79	1.39	.25	Dly	
Dublin, Eire,	IDL BO	.94	.71	.30	Th	
"	MIA BO	1.13	.94	.30	Dly	
"	UL	1.06	.88	.30	Sa	
"	IDL K*	1.06	.88	.30	Sa,Th	
"	IDL P	1.06	.88	.30	Dly	
"	BOS P	1.09	.77	.30	Dly	
Durango, Dgo., Mex.	ELP L	.13	.11	.25	Dly	
Durham, So. Afr.	IDL BO	2.01	1.31	.25	Sa,M,T,Th,F	
Düsseldorf, Ger.,	IDL SS	1.13	.85	.25	Sa,T,W,Th	
"	UL	1.09	.83	.25	Sa,T,W,Th	
"	IDL BO	1.10	.82	.25	Sa,M,T,Th,F	
"	MIA BO	1.14	.86	.25	Dly	
"	IDL K	1.10	.83	.25	Th	
"	UL	1.08	.81	.25	Dly	
"	IDL AF	1.10	.83	.25	Dly	
"	BOS AF	1.07	.81	.25	Dly	
"	BOS P	1.07	.81	.25	Dly	
"	IDL P	1.10	.83	.25	Dly	
East London,	IDL BO	2.10	1.58	.35	Dly	
U. of S. Africa,	IDL BO	1.11	.84	.25	Dly	
Edinburgh, Scotland	MIA P*	.33	.31	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Alberia, Canada...	LGA T	.33	.31	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston,	CTB W	.14	.10	.10	Dly	
Elmiston						

INTERNATIONAL AIR CARGO RATE TABLES — Continued

RATES (See Note)					RATES (See Note)					RATES (See Note)							
Destination	Airport and Airline	Class	Rate	Remarks	Destination	Airport and Airline	Class	Rate	Remarks	Destination	Airport and Airline	Class	Rate	Remarks			
Hongkong, T. H.	LAX P	.71	.87	15	Dly	Khartoum, Anglo-Egypt, Sudan	IDL BO	1.78	1.34	.25	Dly	Lima, Peru, Cont'd	LRD B	.97	.87	15	Sa,M,W,F,Sa
"	BFO P	.71	.87	15	Two Dly	"	IDL AF	1.78	1.34	.25	Thurs Wkly	"	MSY B*	.98	.88	15	Sa,M,W,F,Sa
"	POK P	.71	.87	15	Th,Sa	"	BOB AF	1.78	1.34	.25	"	"	BAT B*	.98	.88	15	Sa,M,W,F,Sa
"	SEA P	.71	.87	15	Th,Sa	"	IDL BO	2.00	1.50	.25	Dly	"	BRO B*	.98	.88	15	Sa,M,W,F,Sa
"	RFO U	.71	.87	10	Dly	Kinshasa, So. Afr.	IDL S	1.80	1.43	.25	Sa,T,Th	"	CHI B*	.99	.89	15	Sa,M,W,F,Sa
"	LAX U	.71	.87	10	Dly	"	IDL S	1.80	1.43	.25	Sa,T,Th	"	CRP B*	.99	.89	15	Sa,M,W,F,Sa
"	CHI NW	.88	.71	15	Thurs Wkly	Kingston, Jamaica	MIA P*	.20	.10	.05	Two Dly	"	DAL B*	.99	.89	15	Sa,M,W,F,Sa
"	CLE NW	.90	.73	15	Thurs Wkly	"	MIA K	.15	.10	.15	Sa,M,T,Th,Sa	"	FTW B*	.99	.89	15	Sa,M,W,F,Sa
"	YIP NW	.90	.73	15	Thurs Wkly	"	BUJ CS	.23	.23	.15	Dly	"	HAV B*	.99	.89	15	Sa,M,W,F,Sa
"	MEY NW	.90	.73	15	Thurs Wkly	"	CHI CS	.23	.23	.15	Dly	"	MIA BO	.74	.88	.20	Wkly
"	MEX NW	.94	.88	15	Thurs Wkly	"	YIP CS	.23	.23	.15	Dly	"	IDL BO	.87	.85	.20	Dly
"	MGH NW	.94	.88	15	Thurs Wkly	"	ELD CS	.21	.21	.15	Dly	"	IDL S	1.80	1.43	.25	Sa,T,Th
"	LGA NW	.94	.88	15	Thurs Wkly	"	EVV CS	.20	.20	.15	Dly	"	IDL S	1.80	1.43	.25	Sa,T,Th
"	FTW NW	.91	.74	15	Thurs Wkly	"	FWA CS	.23	.23	.15	Dly	"	BOB P	.99	.74	.20	Sa,M,F
"	SEA NW	.71	.87	15	Thurs Wkly	"	GRW CS	.20	.19	.15	Dly	"	IDL S	1.11	.88	.20	T,Th,Sa
"	QRO NW	.74	.80	15	Thurs Wkly	"	HOT CS	.23	.23	.15	Dly	"	IDL BO	1.03	.77	.20	Dly
"	DCA NW	.98	.78	15	Thurs Wkly	"	HAY CS	.17	.10	.15	Dly	"	IDL AF	.13	.84	.20	Twice Wkly
"	CHI AF*	.98	.71	.20	Dly	"	HOU CS	.20	.20	.15	Dly	"	BOB AF	.100	.83	.20	Dly
"	CLE AF*	.98	.71	.20	Dly	"	IND CS	.21	.21	.15	Dly	"	LGA TW	1.03	.77	.20	M,W,F
"	YIP AF*	.98	.71	.20	Dly	"	LIT CS	.21	.21	.15	Dly	"	BOB TW	.98	.74	.20	W,F
"	IDL AF*	.94	.70	.20	Dly	"	MEMS	.20	.19	.15	Dly	"	YIP TW	1.03	.77	.20	M,W,F
Ignacio Faria, Brazil	LGA P	1.75	1.75	.20	Sa	"	STL CS	.20	.20	.15	Dly	"	CHI TW	1.04	.81	.20	M,W,F
"	MIA P	1.81	1.81	.20	Sa	"	SHV CS	.21	.21	.15	Dly	"	IDL K	1.29	.80	.21	Wkly
"	MSY P	1.89	1.89	.20	Sa	"	TOL CS	.21	.21	.15	Dly	"	IDL BO	.97	.73	.20	T
"	ROU P	1.82	1.82	.20	Sa	"	UL K	.23	.23	.15	Dly	"	MIA BO	1.09	.83	.20	Dly
"	BRO P	1.84	1.84	.20	Sa	"	MEX TA	.42	.25	.20	M,W,F	"	IDL S	1.80	1.43	.25	Sa,T,Th
"	LAX P	2.16	2.16	.25	Th	"	MEX TA	.20	.19	.20	T,Th,Sa	"	BOB P	.99	.74	.20	Sa,M,F
Innsbruck, Austria	IDL K	1.91	.91	.20	"	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	IDL S	1.80	1.43	.25	Sa,T,Th
"	UL K	1.90	.90	.21	"	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	BOB P	.99	.74	.20	Sa,M,F
Jayvarum, Scotland	MIA BO	1.16	.87	.20	Sa,T,Th	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	IDL S	1.80	1.43	.25	Sa,T,Th
Ispahan, Colombia	MIA P*	.85	.83	15	Dly	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	BOB P	.99	.74	.20	Sa,M,F
"	LGA P*	.75	.41	.15	Sa,Th	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	IDL S	1.80	1.43	.25	Sa,T,Th
"	MSY P*	.71	.39	.14	Dly	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	BOB P	.99	.74	.20	Sa,M,F
"	ROU P*	.74	.42	.15	Dly	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	IDL S	1.80	1.43	.25	Sa,T,Th
"	BRO P*	.74	.42	.15	Dly	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	BOB P	.99	.74	.20	Sa,M,F
"	LAX P*	.87	.88	.20	Dly	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	IDL S	1.80	1.43	.25	Sa,T,Th
Ivrea, Belgium	IDL S	1.80	1.43	.25	Sa,T,Th	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	IDL S	1.80	1.43	.25	Sa,T,Th
Congo	IDL K	1.84	1.16	.20	Th	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	BOB P	.99	.74	.20	Sa,M,F
Istanbul, Turkey	IDL K	1.84	1.16	.20	Th	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	IDL S	1.80	1.43	.25	Sa,T,Th
"	BOB P	1.81	1.13	.25	"	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	BOB P	.99	.74	.20	Sa,M,F
"	IDL P	1.84	1.16	.20	"	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	IDL S	1.80	1.43	.25	Sa,T,Th
"	IDL LI	1.83	1.18	.25	"	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	BOB P	.99	.74	.20	Sa,M,F
"	BOB AF	1.81	1.11	.25	"	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	IDL S	1.80	1.43	.25	Sa,T,Th
"	IDL AF	1.84	1.13	.25	"	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	BOB P	.99	.74	.20	Sa,M,F
"	IDL SS	1.84	1.10	.25	"	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	IDL S	1.80	1.43	.25	Sa,T,Th
"	IDL BO	1.84	1.10	.25	"	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	BOB P	.99	.74	.20	Sa,M,F
"	MIA BO	1.81	1.14	.25	"	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	IDL S	1.80	1.43	.25	Sa,T,Th
"	IDL SR	1.83	1.15	.25	"	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	BOB P	.99	.74	.20	Sa,M,F
Islepos, Mexico	MIA P*	.81	.26	18	Dly	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	IDL S	1.80	1.43	.25	Sa,T,Th
"	MSY P*	.88	.26	18	Dly	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	BOB P	.99	.74	.20	Sa,M,F
"	ROU P*	.94	.28	18	Dly	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	IDL S	1.80	1.43	.25	Sa,T,Th
"	BRO P*	.93	.28	18	Dly	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	BOB P	.99	.74	.20	Sa,M,F
"	LAX P*	.93	.28	18	Dly	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	IDL S	1.80	1.43	.25	Sa,T,Th
Jakarta, Java	IDL BO	2.41	1.81	.25	T,W,Th,F	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	IDL S	1.80	1.43	.25	Sa,T,Th
"	IDL K	2.41	1.81	.25	Dly except Sa	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	BOB P	.99	.74	.20	Sa,M,F
"	IDL K	2.44	1.84	.20	Sa,W	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	IDL S	1.80	1.43	.25	Sa,T,Th
Jeddah	IDL BO	1.71	1.23	.25	Dly	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	BOB P	.99	.74	.20	Sa,M,F
Jordan, Israel (See Lath, Israel)	IDL BO	1.71	1.23	.25	Dly	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	IDL S	1.80	1.43	.25	Sa,T,Th
Juana, Peru	IDL BO	1.81	1.23	.25	Dly	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	BOB P	.99	.74	.20	Sa,M,F
"	IDL AF	1.81	1.23	.25	"	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	IDL S	1.80	1.43	.25	Sa,T,Th
"	IDL AF	1.79	1.24	.25	"	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	BOB P	.99	.74	.20	Sa,M,F
Jose Fuen (Chadole)	LGA P	1.47	.25	.25	Sa,Th,Sa	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	IDL S	1.80	1.43	.25	Sa,T,Th
"	MIA P	1.23	.25	.25	Sa,Th,Sa	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	BOB P	.99	.74	.20	Sa,M,F
"	MSY P	1.49	.25	.25	Sa,Th,Sa	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	IDL S	1.80	1.43	.25	Sa,T,Th
"	ROU P	1.63	.25	.25	W,F,Sa	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	BOB P	.99	.74	.20	Sa,M,F
"	BRO P	1.65	.25	.25	W,F,Sa	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	IDL S	1.80	1.43	.25	Sa,T,Th
"	NLD P	1.64	.25	.25	W,F,Sa	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	BOB P	.99	.74	.20	Sa,M,F
"	LAX P	1.83	.25	.25	W,F,Sa	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	IDL S	1.80	1.43	.25	Sa,T,Th
Johannesburg	IDL BO	1.80	1.43	.25	Sa,T,Th	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	BOB P	.99	.74	.20	Sa,M,F
U. of So. Africa	IDL K	1.91	1.43	.20	T,F	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	IDL S	1.80	1.43	.25	Sa,T,Th
"	LGA P	1.89	1.43	.25	"	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	BOB P	.99	.74	.20	Sa,M,F
"	ROU P	1.86	1.40	.25	"	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	IDL S	1.80	1.43	.25	Sa,T,Th
"	IDL BO	1.80	1.43	.25	"	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	BOB P	.99	.74	.20	Sa,M,F
"	IDL S	1.80	1.43	.25	Sa,T,Th	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	IDL S	1.80	1.43	.25	Sa,T,Th
Jon, Nigeria	IDL BO	1.84	1.16	.25	Dly	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	BOB P	.99	.74	.20	Sa,M,F
Juba, Anglo-Egyptian Sudan	IDL S*	1.80	1.43	.25	Sa,T,Th	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	IDL S	1.80	1.43	.25	Sa,T,Th
Jonson, Alaska	SEA P	.90	.18	.15	Dly	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	BOB P	.99	.74	.20	Sa,M,F
Kabala, Belgium	IDL S*	1.80	1.43	.25	Sa,T,Th	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	IDL S	1.80	1.43	.25	Sa,T,Th
Congo	IDL S*	1.80	1.43	.25	Sa,T,Th	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	BOB P	.99	.74	.20	Sa,M,F
Kaduna, Nigeria	IDL BO	1.84	1.16	.25	Dly	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	IDL S	1.80	1.43	.25	Sa,T,Th
Kamran Id.	IDL BO	1.81	1.36	.20	Sa,M,T,Th,F	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	BOB P	.99	.74	.20	Sa,M,F
Kidron	IDL BO	1.80	1.43	.25	Sa,M,T,Th,F	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	IDL S	1.80	1.43	.25	Sa,T,Th
Kampala, Uganda	IDL BO	1.80	1.43	.25	Sa,M,T,Th,F	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	BOB P	.99	.74	.20	Sa,M,F
Kano, Nigeria	IDL BO	1.84	1.16	.25	Dly	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	IDL S	1.80	1.43	.25	Sa,T,Th
K.B.A.	IDL BO	1.84	1.16	.25	Dly	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	BOB P	.99	.74	.20	Sa,M,F
"	BOB AF	1.81	1.14	.25	Thurs Wkly	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	IDL S	1.80	1.43	.25	Sa,T,Th
"	IDL K	1.84	1.16	.25	T,F	"	IDL BO	1.81	1.14	.25	Twice Wkly	"	BOB P	.99	.74		

INTERNATIONAL AIR CARGO RATE TABLES—Continued

RATES (See Note)							RATES (See Note)							RATES (See Note)												
Destination	Airport and Airline	Per 100 Lbs	Per 100 Lbs	Per 100 Lbs	Per 100 Lbs	Per 100 Lbs	Depart	Destination	Airport and Airline	Per 100 Lbs	Per 100 Lbs	Per 100 Lbs	Per 100 Lbs	Per 100 Lbs	Per 100 Lbs	Depart	Destination	Airport and Airline	Per 100 Lbs	Per 100 Lbs	Per 100 Lbs	Per 100 Lbs	Per 100 Lbs	Depart		
Mexico, Brazil...	LGA P	1.44	1.44	.25	Dly except Su			Mexico City, Cont'd	LAX P	.80	.35	.15	Dly				Naples, Italy	IDL LI	1.25	.97	.25	Dly				
"	MIA P	1.24	1.24	.25	Dly except Su			"	MSY T	.51	.30	.10	Dly				"	IDL S	1.30	.97	.25	Sa,T,Th				
"	MSY P	1.48	1.48	.25	Dly except Su			"	LCA A	.33	.28	.10	Dly				Nassau, Bahamas	MIA T	.07	.04	.05	Dly				
"	ROU P	1.62	1.62	.25	Dly except Su			"	DCA A	.31	.24	.10	Dly				"	UL T	.23C	.21C	.05**M,W,Sa					
"	BRO P	1.84	1.84	.25	Dly except Su			"	BUP T	.82	.32	.10	Dly				"	YTO T	.31C	.19C	.05**M,W,Sa					
"	LAX P	1.70	1.70	.25	Dly except Su			"	CLE A	.30	.23	.10	Dly				"	IDL BO	.17	.14	.05**M,W,Sa					
Manitoba								"	STL A	.36	.19	.10	Dly				Natal, Brazil	LGA P	1.45	1.45	.35	Sa,T,Th				
Manila	IDL K	1.06	.80	.20	Sa,T,Th			"	DCA A	.30	.14	.10	Dly				"	MIA P	1.25	1.25	.35	Sa,T,Th				
"	IDL S	1.04	.78	.21	Sa,T,Th			"	LAX A	.30	.14	.10	Dly				"	ROU P	1.62	1.62	.35	Sa,T,Th				
"	IDL AF	1.11	.84	.23	Dly except Su			"	ELP A	.35	.18	.10	Dly				"	BRO P	1.84	1.84	.35	Sa,T,Th				
"	BOS AF	1.68	.83	.20	T,Th,Sa			"	SAT A	.15	.11	.10	Dly				"	LAX P	1.90	1.80	.30	Sa,T,Th				
"	IDL S	1.06	.80	.20	T,Th,Sa			Midway Island	LAX P	1.18	.88	.30	M,T,W,F				"	IDL S	1.90	1.80	.35	Sa,T,Th				
"	IDL BO	.97	.73	.20	T,Th,Sa			"	SFO P	1.18	.88	.30	M,T,W,F				"	IDL BO	1.89	1.89	.35	Sa,T,Th				
Marina, Philippines	LAX P	2.38	1.77	.25	T,Th,Sa			"	SEA P	1.18	.88	.30	M,T,W,F				Norway, Fr. W. A.E.	IDL AF	2.38	1.77	.15	Weekly				
"	SFO P	2.38	1.77	.25	T,Th,Sa			Milan, Italy	IDL LI	1.21	.91	.25	Dly				"	BOS AF	2.23	1.67	.14	Weekly				
"	PDX P	2.38	1.77	.25	T,Th,Sa			"	IDL AF	1.23	.92	.20	Dly				Nice, France	IDL S	1.16	.87	.20	Sa,T,Th				
"	SEA P	2.38	1.77	.25	T,Th,Sa			"	IDL SW	1.08	.88	.20	Sa,T,Th				"	IDL S	1.16	.88	.20	Sa,T,Th				
"	BRO P	2.38	1.77	.25	T,Th,Sa			"	IDL S	1.23	.92	.20	Sa,T,Th				"	BOS AF	1.13	.85	.20	Sa,T,Th				
"	IDL S	2.38	1.77	.25	T,Th,Sa			"	LGA TR	.80	.85	.15	Dly				"	LGA P	1.16	.87	.20	Sa,T,Th				
"	IDL BO	2.38	1.77	.25	T,Th,Sa			"	IDL RO	1.24	.95	.25	Dly				"	BOS P	1.13	.84	.20	Sa,T,Th				
Marina, Philippines	LAX P	2.38	1.77	.25	T,Th,Sa			"	IDL K	1.22	.92	.20	M,T,F				"	IDL BO	1.16	.87	.20	Sa,T,Th				
"	SFO P	2.38	1.77	.25	T,Th,Sa			"	UL T	1.20	.90	.21	Sa,W				"	UL K	1.14	.86	.21	Sa				
"	OAK P	2.38	1.77	.25	T,Th,Sa			"	BOS T	1.19	.89	.20	Dly except T,F				"	IDL SR	1.16	.87	.20	Sa,T,Th				
"	CLE P	2.38	1.77	.25	T,Th,Sa			"	CHI TW	1.20	.90	.21	Dly except T,F				Kinshasa, Congo	IDL BO	1.49	1.12	.25	Sa				
"	HNL P	2.00	1.50	.15	W,Sa			"	YIP TW	1.23	.93	.25	Dly except T,F				Norfolk, Va.	SEA P	.85	.33	.15	Sa,W				
"	LGA P	2.00	1.50	.15	W,Sa			Matanzas, Mexico	MIA P	.37	.19	.15	Dly				"	SEA P	.85	.33	.15	Sa,W				
"	LGA P	2.00	1.50	.15	W,Sa			"	MSY P	.37	.19	.15	Dly				Norfolk, Sweden	IDL SR	1.17	.88	.20	Dly				
"	LGA P	2.00	1.50	.15	W,Sa			"	ROU P	.37	.19	.15	Dly				North Bay, Ont.	LGA T	.08	.075	.10	Dly				
"	LGA P	2.00	1.50	.15	W,Sa			"	BRO P	.37	.19	.15	Dly				Canada									
"	LGA P	2.00	1.50	.15	W,Sa			"	LAX P	.37	.19	.15	Dly				Norfolk, New	LAX P	1.77	1.33	.25	Sa,T,Th				
"	LGA P	2.00	1.50	.15	W,Sa			Magnolia, Illinois	IDL BO	1.89	1.43	.25	Dly				California	SFO P	1.77	1.33	.25	Sa,T,Th				
"	LGA P	2.00	1.50	.15	W,Sa			Smallmouth								"	PDX P	1.77	1.33	.25	Sa,T,Th					
"	LGA P	2.00	1.50	.15	W,Sa			Montego Bay, Jamaica	MIA P	.18	.09	.08	T,Sa				"	SEA P	1.77	1.33	.25	Sa,T,Th				
"	LGA P	2.00	1.50	.15	W,Sa			"	MIA BO	.18	.09	.08	Dly				"	IDL AF	1.14	2.14	2.14	.25	Sa,T,Th			
"	LGA P	2.00	1.50	.15	W,Sa			Montevideo								"	BOS AF	3.11	2.34	.25	Sa,T,Th					
"	LGA P	2.00	1.50	.15	W,Sa			Colombia								Norfolk, Chile	MIA RA	.14	Dly					
"	LGA P	2.00	1.50	.15	W,Sa			"	LGA P	.81	.35	.15	Sa,T,Th				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	MIA P	.81	.35	.15	Sa,T,Th				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	ROU P	.80	.35	.15	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	BRO P	.80	.35	.15	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	LAX P	.74	.40	.18	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	ELP A	.15	.08	.10	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	STL A	.18	.09	.10	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	SAT A	.28	.17	.10	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	DCA A	.28	.17	.10	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	BUP A	.28	.17	.10	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	CLE A	.28	.17	.10	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	NLD P	.21	.13	.10	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	NLD P	.21	.13	.10	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	NLD P	.21	.13	.10	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	NLD P	.21	.13	.10	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	NLD P	.21	.13	.10	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	NLD P	.21	.13	.10	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	NLD P	.21	.13	.10	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	NLD P	.21	.13	.10	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	NLD P	.21	.13	.10	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	NLD P	.21	.13	.10	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	NLD P	.21	.13	.10	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	NLD P	.21	.13	.10	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	NLD P	.21	.13	.10	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	NLD P	.21	.13	.10	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	NLD P	.21	.13	.10	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	NLD P	.21	.13	.10	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	NLD P	.21	.13	.10	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	NLD P	.21	.13	.10	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	NLD P	.21	.13	.10	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	NLD P	.21	.13	.10	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	NLD P	.21	.13	.10	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	NLD P	.21	.13	.10	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	NLD P	.21	.13	.10	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	NLD P	.21	.13	.10	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	NLD P	.21	.13	.10	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	NLD P	.21	.13	.10	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	NLD P	.21	.13	.10	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	NLD P	.21	.13	.10	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	NLD P	.21	.13	.10	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	NLD P	.21	.13	.10	Dly				Norfolk, Cuba									
"	LGA P	2.00	1.50	.15	W,Sa			"	NLD P	.21	.13	.10	Dly				Norfolk, Cuba									

INTERNATIONAL AIR CARGO RATE TABLES — Continued

RATES (See Note)							RATES (See Note)							RATES (See Note)						
Destination	Airport and Airline	1st	2nd	3rd	Per 100	Depart	Destination	Airport and Airline	1st	2nd	3rd	Per 100	Depart	Destination	Airport and Airline	1st	2nd	3rd	Per 100	Depart
Ottawa, Ont.	LGA C	.07	.07	.07	.07	Dly	Frankfurt, Ger.	IDL S	.94	.71	.20	Dly except Su	Sao Paulo, Brazil	MIA P	1.16	.68	.30	M.F.		
Canada	LGA T	.07	.07	.07	.07	Dly	Frankfurt, Ger.	IDL K	.94	.71	.20	M.T.W.F.Sa	Sao Paulo, Brazil	HOU P	1.23	.70	.31	M.F.		
Palestine, N.E.L.	IDL BO	2.40	1.80	.25	Dly		Frankfurt, Ger.	DAL B	.41	.17	Dly		Sao Paulo, Brazil	BRQ P	1.23	.70	.31	M.F.		
	UL E	2.44	1.83	.25	Su,W		Frankfurt, Ger.	FTW B	.41	.17	Dly		Sao Paulo, Brazil	LAX P	1.39	.87	.36	M.F.		
Palestine, Italy	UL E	1.34	.90	.25	Dly		Frankfurt, Ger.	SAT B	.34	.17	Dly		Sao Paulo, Brazil	MIA P	1.16	.68	.30	M.F.		
Panama City, Panama	MIA P	.39	.19	.15	Dly		Frankfurt, Ger.	MSY TA	.60	.47	M.T.W.F.		Sao Paulo, Brazil	HOU P	1.23	.70	.31	M.F.		
	MSY P	.45	.20	.15	Dly		Frankfurt, Ger.	MEX TA	.45	.28	T.T.W.Sa		Sao Paulo, Brazil	BRQ P	1.23	.70	.31	M.F.		
	HOU P	.45	.20	.15	Dly		Frankfurt, Ger.	MSY TA	.60	.47	M.T.W.F.		Sao Paulo, Brazil	LAX P	1.39	.87	.36	M.F.		
	BRQ P	.45	.20	.15	Dly		Frankfurt, Ger.													
	LAX P	.45	.20	.15	Dly		Frankfurt, Ger.													
	HOU P	.45	.20	.15	Su,M,W,F,Sa		Frankfurt, Ger.													
	CHI B	.61	.31	.15	Su,M,W,F,Sa		Frankfurt, Ger.													
	CRP B	.61	.31	.15	Su,M,W,F,Sa		Frankfurt, Ger.													
	DAL B	.61	.31	.15	Su,M,W,F,Sa		Frankfurt, Ger.													
	YIP B	.61	.31	.15	Su,M,W,F,Sa		Frankfurt, Ger.													
	MSY B	.61	.31	.15	Su,M,W,F,Sa		Frankfurt, Ger.													
	MSY TA	.64	.34	.15	Su,M,W,F,Sa		Frankfurt, Ger.													
	MEX TA	.64	.34	.15	T.T.W.Sa		Frankfurt, Ger.													
	MIA K	.64	.34	.15	Su,F		Frankfurt, Ger.													
	MIA BO	.64	.34	.17	P		Frankfurt, Ger.													
	IDL BO	.45	.20	.15	W,S		Frankfurt, Ger.													
	IDL LI	1.38	.90	.25	M,W,F		Frankfurt, Ger.													
Panama City, Panama	LGA P	.64	.33	.15	M,Tb		Frankfurt, Ger.													
	MIA P	.67	.33	.15	M,Tb		Frankfurt, Ger.													
	MSY P	.64	.34	.15	M,Tb		Frankfurt, Ger.													
	HOU P	.67	.33	.15	Su,W		Frankfurt, Ger.													
	LAX P	.67	.33	.15	Su,W		Frankfurt, Ger.													
	MIA K	.67	.33	.15	Su,W		Frankfurt, Ger.													
	IDL S	1.06	.80	.20	Su,Tb		Frankfurt, Ger.													
Paris, France	IDL SW	.91	.74	.30	Dly		Frankfurt, Ger.													
	MIA BO	1.06	.80	.20	Dly		Frankfurt, Ger.													
	MIA BO	1.11	.84	.24	Su,Tb		Frankfurt, Ger.													
	IDL SS	1.06	.80	.20	Su,Tb		Frankfurt, Ger.													
	IDL AF	1.06	.80	.20	Dly		Frankfurt, Ger.													
	BOB AF	1.06	.80	.20	Dly		Frankfurt, Ger.													
	IDL S	1.06	.80	.20	Su,Tb		Frankfurt, Ger.													
	LGA TW	1.06	.80	.20	13 Wkly		Frankfurt, Ger.													
	BOB TW	1.06	.80	.20	Dly		Frankfurt, Ger.													
	PHL TW	1.07	.81	.20	Dly		Frankfurt, Ger.													
	YIP TW	1.07	.81	.20	Dly		Frankfurt, Ger.													
	CHI TW	1.11	.84	.20	Dly		Frankfurt, Ger.													
	IDL P	1.13	.85	.20	Dly		Frankfurt, Ger.													
	BOB P	1.13	.85	.20	Su,Tb		Frankfurt, Ger.													
Panama City, Panama	LGA P	.64	.33	.15	T.T.W.Sa		Frankfurt, Ger.													
	MIA P	.67	.33	.15	T.T.W.Sa		Frankfurt, Ger.													
	MSY P	.64	.34	.15	T.T.W.Sa		Frankfurt, Ger.													
	HOU P	.67	.33	.15	M,W,F		Frankfurt, Ger.													
	BRQ P	.67	.33	.15	M,W,F		Frankfurt, Ger.													
	LAX P	1.13	.73	.15	M,W,F		Frankfurt, Ger.													
Panama City, Panama	MEX L	1.11	.85	.20	Dly		Frankfurt, Ger.													
Panama City, Panama	MIA P	.54	.25	.15	Dly		Frankfurt, Ger.													
	LGA P	.64	.37	.15	Dly		Frankfurt, Ger.													
	MSY P	.60	.33	.15	Dly		Frankfurt, Ger.													
	HOU P	.62	.34	.15	Dly		Frankfurt, Ger.													
	BRQ P	.62	.34	.15	Dly		Frankfurt, Ger.													
	LAX P	.70	.38	.15	Dly		Frankfurt, Ger.													
Panama City, Panama	IDL S	1.06	.80	.20	Dly		Frankfurt, Ger.													
Panama City, Panama	LGA P	.64	.33	.15	Dly		Frankfurt, Ger.													
Panama City, Panama	MIA P	.61	.30	.15	Dly		Frankfurt, Ger.													
	LGA P	.71	.39	.15	Dly		Frankfurt, Ger.													
	MSY P	.67	.37	.15	Dly		Frankfurt, Ger.													
	HOU P	.70	.38	.15	Dly		Frankfurt, Ger.													
	BRQ P	.70	.38	.15	Dly		Frankfurt, Ger.													
	LAX P	.80	.44	.20	Dly		Frankfurt, Ger.													
Panama City, Panama	MIA P	.15	.13	.15	Dly		Frankfurt, Ger.													
	MIA K	.15	.13	.15	Dly		Frankfurt, Ger.													
Panama City, Panama	IDL BO	2.00	1.57	.25	Dly		Frankfurt, Ger.													
Panama City, Panama	LGA P	.45	.30	.15	Dly		Frankfurt, Ger.													
	MSY P	.45	.31	.15	Dly		Frankfurt, Ger.													
	HOU P	.45	.34	.15	Dly		Frankfurt, Ger.													
	BRQ P	.45	.34	.15	Dly		Frankfurt, Ger.													
	LAX P	.45	.34	.15	Dly		Frankfurt, Ger.													
	MIA K	.45	.34	.15	M,W,F		Frankfurt, Ger.													
	UL T	.63C	.38C	.15	M,W,F		Frankfurt, Ger.													
	YTO T	.63C	.38C	.15	M,W,F		Frankfurt, Ger.													
Panama City, Panama	IDL BO	1.71	1.30	.25	Dly		Frankfurt, Ger.													
Panama City, Panama	LGA P	1.62	.90	.25	Dly		Frankfurt, Ger.													
	MIA P	1.42	.80	.25	Dly		Frankfurt, Ger.													
	MSY P	1.60	1.03	.25	Dly		Frankfurt, Ger.													
	HOU P	1.68	1.11	.25	Dly		Frankfurt, Ger.													
	BRQ P	1.68	1.03	.25	Dly		Frankfurt, Ger.													
	LAX P	2.14	2.14	.25	Dly		Frankfurt, Ger.													
Panama City, Panama	IDL S	1.18	.89	.20	Su,Tb		Frankfurt, Ger.													
	IDL SW	1.08	.83	.20	Dly		Frankfurt, Ger.													
	IDL BO	1.15	.89	.20	Dly		Frankfurt, Ger.													
	MIA BO	1.20	.95	.20	Dly		Frankfurt, Ger.													
	IDL SS	1.18	.89	.20	Su,Tb		Frankfurt, Ger.													
	IDL AF	1.18	.89	.20	Dly		Frankfurt, Ger.													
	BOB AF	1.18	.89	.20	Dly		Frankfurt, Ger.													
	UL K	1.18	.89	.20	W		Frankfurt, Ger.													
	UL K	1.18	.89	.20	W		Frankfurt, Ger.													
	IDL SR	1.18	.89	.20	Su,Tb		Frankfurt, Ger.													
Panama City, Panama	MIA P	.30	.10	.05	Dly		Frankfurt, Ger.													
Panama City, Panama	IDL S	.94	.71	.20	Dly except Su		Frankfurt, Ger.													
Panama City, Panama	IDL K	.94	.71	.20	M.T.W.F.Sa		Frankfurt, Ger.													
Panama City, Panama	DAL B	.41	.17	Dly		Frankfurt, Ger.														
Panama City, Panama	FTW B	.41	.17	Dly		Frankfurt, Ger.														
Panama City, Panama	SAT B	.34	.17	Dly		Frankfurt, Ger.														
Panama City, Panama	MSY TA	.60	.47	M.T.W.F.		Frankfurt, Ger.														
Panama City, Panama	MEX TA	.45	.28	T.T.W.Sa		Frankfurt, Ger.														
Panama City, Panama	MSY TA	.60	.47	M.T.W.F.		Frankfurt, Ger.														
Panama City, Panama	MEX TA	.45	.28	T.T.W.Sa		Frankfurt, Ger.														
Panama City, Panama	MSY TA	.60	.47	M.T.W.F.		Frankfurt, Ger.														
Panama City, Panama	MEX TA	.45	.28	T.T.W.Sa		Frankfurt, Ger.														
Panama City, Panama	MSY TA	.60	.47	M.T.W.F.		Frankfurt, Ger.														
Panama City, Panama	MEX TA	.45	.28	T.T.W.Sa		Frankfurt, Ger.														
Panama City, Panama	MSY TA	.60	.47	M.T.W.F.																

INTERNATIONAL AIR CARGO RATE TABLES—Continued

RATES (See Note)							RATES (See Note)							RATES (See Note)						
Destination	Airport and Airlines	1st	2nd	3rd	4th	Depart	Destination	Airport and Airlines	1st	2nd	3rd	4th	Depart	Destination	Airport and Airlines	1st	2nd	3rd	4th	Depart
Stamerville, Cal. Comp.	IDL S	1.00	1.43	.25		Sa,T,Th	Tampico, Mex.	MIA P*	.47	.23	.15		Dy	Varadero, Cuba	MIA P*	.15	.08	.06		Dy
Swansea, Norway	IDL SR	1.13	.15	.20		Dy except Su	"	ROU P*	.89	.23	.15		Dy	Veracruz, Mexico	MIA P*	.89	.19	.16		Dy
Stockholm, Sweden	IDL BO	1.16	.00	.20		Dy except Su	"	BRO P*	.37	.23	.15		Dy	"	MYT P*	.34	.18	.15		Dy
"	IDL BO	1.16	.00	.20		Dy	"	LAX P*	.43	.23	.15		Dy	"	BOB P*	.19	.12	.13		Dy
"	IDL K	1.16	.00	.20		Dy	"	MYT TA	.40	.23	.15		Dy except Su	"	LAX P*	.35	.20	.14		Dy
"	IDL AF	1.16	.00	.20		Dy	"	DCA TA	.43	.23	.15		Dy	"	DAL B	.42	.20	.15		Dy
"	BOB AF	1.13	.04	.20		Dy	Tehuacan, Mex.	IDL BO	1.81	1.36	.25		Dy	"	FTW B	.15	.08	.06		Dy
"	IDL K	1.16	.00	.20		Sa,T,W,Th	"	IDL AF	1.81	1.36	.25		Weekly	"	LRL B	.28	.20	.15		Dy
"	UL K	1.13	.05	.21		Sa,T,W,Th	"	BOB AP	1.78	1.24	.25		Dy	"	SAT B	.25	.20	.15		Dy
"	S	1.16	.18	.20		Sa,T,W,Th	"	UL K	1.82	1.37	.26		Sa	Victoria, Brazil	LGA P*	1.66	1.06	.36		M,W,Th
"	IDL P	1.16	.00	.20		Sa,T,W,Th	"	IDL SR	1.81	1.36	.25		Sa,T,W,Th	"	MIA P*	1.61	1.01	.36		M,W,Th
"	BOB P	1.13	.04	.20		Sa,T,W,Th	Toluca, Mexico	MYT TA	.42	.23	.15		Dy	"	MYT P*	1.69	.89	.20		M,W,Th
Stuttgart, Germany	LGA P	1.13	.05	.20		Sa,T,W,Th	"	MEX TA	.28	.20	.15		T,T,Th	"	ROU P*	1.81	1.81	.36		M,W,Th
"	IDL P	1.10	.05	.20		Sa,T,W,Th	Tokyo, Japan	IDL P	2.71	2.04	.25		Sa,P	"	BRO P*	1.73	.73	.25		Sa,T,W
"	IDL SR	1.13	.05	.20		Sa,T,W,Th	"	BOB P	2.58	2.02	.25		Sa,P	"	LAX P*	2.03	.35	.20		Sa,T,W
"	IDL SR	1.13	.05	.20		Sa,T,W,Th	"	LAX P	2.58	2.02	.25		M,P	Victoria, B. C.	LGA T*	10.13	.375	.16		Dy
"	IDL AF	1.10	.05	.20		Sa,T,W,Th	"	SFO P	2.39	1.77	.25		M,P	Tucson, Ariz.	MIA P*	.14	.00	.05		Dy
"	BOB AF	1.10	.05	.20		Sa,T,W,Th	"	EDF NW	2.36	1.77	.25		Four Wkly	Vienne, Austria	LGA P	1.34	.93	.25		Sa,W,P
Suva, Fiji Islands	LAX P	1.40	.15	.25		M,Th	"	CHI NW	2.36	1.77	.25		Four Wkly	"	BOB P	1.31	.91	.30		Sa,W,P
"	SFO P	1.40	.15	.25		M,Th	"	CHI NW	2.36	1.77	.25		Four Wkly	"	LGA SI	1.24	.93	.25		Frequently
"	SFO BO	1.40	.15	.25		M,Th	"	YIP NW	2.36	1.77	.25		Four Wkly	"	IDL BO	1.24	.93	.25		Dy
"	BNL BC	.90	.75	.20		M,Th	"	MKEN NW	2.36	1.77	.25		Four Wkly	"	MIA BO	.60	.25	.15		Dy
"	VR	1.40	.15	.25		M,Th	"	MPB NW	2.36	1.77	.25		Four Wkly	"	IDL AF	1.24	.93	.25		Dy
Sydney, Australia	LAX P	2.01	1.51	.25		M,Th	"	LGA NW	2.36	1.77	.25		Four Wkly	"	BOB AF	1.24	.93	.25		T,W,Th
"	SFO P	2.01	1.51	.25		M,Th	"	PIT NW	2.36	1.77	.25		Four Wkly	"	IDL K*	1.24	.93	.25		T,W,Th
"	SFO BO	2.01	1.51	.25		M,Th	"	DCA NW	2.36	1.77	.25		Four Wkly	"	UL K	1.23	.90	.21		Sa
"	IDL BO	2.01	1.51	.25		M,Th	"	IDL BO	2.71	2.04	.25		Dy	"	UL K	1.23	.90	.21		Sa,T,Th
"	BNL BC	1.43	.08	.25		M,Th	"	IDL AF	2.71	2.04	.25		Dy	"	UL K	1.23	.90	.21		Sa,T,Th
"	VR	2.01	1.51	.25		M,Th	"	BOB AF	2.58	2.02	.25		Dy	"	UL K	1.23	.90	.21		Sa,T,Th
"	IDL AF	2.01	1.51	.25		M,Th	"	SFO PH	2.62	1.77	.18		W,Th	"	UL K	1.23	.90	.21		Sa,T,Th
"	BOB AF	2.01	1.51	.25		M,Th	Toronto, Ont., Can.	LGA A	.06	.0455	.04		Dy	Villahermosa, Mex.	MIA P*	.34	.17	.15		Dy
Sydney, N. S.	BOB T	1.00	.00	.00		Dy	"	LGA T	.06	.0455	.04		Dy	"	MYT P*	.34	.17	.15		Dy
Tahiti, French	SFO PH	2.36	1.77	.25		W,Th	Toronto, Can., Mex.	ELF L	.10	.08	.25		Dy	"	ROU P*	.39	.19	.15		Dy
"	OAK PH	2.36	1.77	.25		W,Th	Trapani, Italy	IDL LI	1.85	.96	.25		Dy	"	BRO P*	.34	.15	.15		Dy
"	PDX PH	2.36	1.77	.25		T,F	Trinidad, Cuba	MIA P	.18	.08	.15		Dy	"	LAX P*	.40	.20	.15		Dy
"	LAX PH	2.36	1.77	.25		T,F	"	IDL BO	.48	.30	.15		Sa,W,Th	Valby, Sweden	IDL SR	1.19	.30	.20		Dy
"	SEA PH	2.36	1.77	.25		T,F	Trinidad, Trin.	IDL BO	.48	.30	.15		Sa,W,Th	Wadi Ras, Ang. Egi. Sudan	IDL BO	1.68	1.28	.25		Dy
"	LGA PH	2.36	1.77	.25		T,F	Trinidad, Honduras	MYT TA	1.24	1.25	.25		M,W,P	Wake Island	LAX P	1.55	1.16	.30		M,T,F,Th
"	CHI PH	2.36	1.77	.25		T,F	"	MEX TA	.48	.30	.15		T,T,Th	"	PDX P	1.55	1.16	.30		Sa
"	DCA PH	2.36	1.77	.25		T,F	Tucson, Arizona	MIA P*	1.28	.71	.15		P	"	SEA P	1.55	1.16	.30		Sa
"	CLF PH	2.36	1.77	.25		T,F	"	MYT P*	.84	.24	.15		P	Warsaw, Poland	IDL SR	1.30	.98	.20		Sa,T,W,Th
"	YIP PH	2.36	1.77	.25		T,F	"	ROU P*	1.27	.81	.15		Th	"	IDL AF	1.30	.98	.25		Dy
"	DEN PH	2.36	1.77	.25		T,F	"	LAX P*	1.27	.81	.15		Th	"	BOB B	1.30	.98	.25		Dy
"	CHI NW	2.36	1.77	.25		T,F	"	LGA P*	1.26	.80	.15		Th	"	IDL S*	1.30	.98	.25		Sa,T,Th
"	CHI NW	2.36	1.77	.25		T,F	"	MYT P*	.84	.24	.15		Th	"	IDL SR	1.30	.98	.25		Sa,T,Th
"	YIP NW	2.36	1.77	.25		T,F	Tunja, Colombia	LAX P*	.75	.41	.15		Th	Wellington, N. Z.	IDL BO	3.36	2.53	.25		Dy
"	MEX NW	2.36	1.77	.25		T,F	"	BOB P*	.71	.39	.15		Th	Whitehorse, Canada	SEA P	.35	.14	.10		T,Sa
"	MPB NW	2.36	1.77	.25		T,F	"	ROU P*	.74	.39	.15		Th	Windsor, Ont., Can.	LGA A	.40	.25	.20		Dy
"	LGA NW	2.36	1.77	.25		T,F	"	IDL P	.74	.39	.15		Th	"	CHI A	.20	.25	.20		Dy
"	PIT NW	2.36	1.77	.25		T,F	"	LAX P*	.77	.42	.15		Th	"	LGA T	.06	.0555	.10		Dy
"	CLF NW	2.36	1.77	.25		T,F	Tunis, Tunisia	IDL AF	1.27	.96	.25		Four Wkly	Winnipeg, Man., Canada	LGA T	.21	.30	.20		Dy
"	DCA NW	2.36	1.77	.25		T,F	"	BOB AF	1.24	.94	.25		Four Wkly	"	GFK W	.04	.05	.20		Dy
"	SFO NW	2.36	1.77	.25		T,F	Tuxtepec, Mexico	LGA TW	1.27	.88	.25		P	Zurich, Switzerland	IDL SR	1.13	.85	.20		Sa,T,Th
"	OAK NW	2.36	1.77	.25		T,F	"	ROU P*	.77	.19	.15		Th	"	IDL S	1.13	.85	.20		Sa,T,Th
Tahiti, French	MIA P	.73	.48	.15		Dy	Tuxtepec, Mexico	LAX P*	.34	.27	.15		Th	"	IDL SW	.89	.79	.20		Th
"	MYT P	.73	.48	.15		Dy	Tuxtla Gutierrez, Mexico	MIA P*	.47	.23	.15		Th	"	IDL AF	1.13	.85	.20		Th
"	ROU P*	.81	.48	.20		Dy	"	MYT P*	.44	.23	.15		Th	"	BOB P	1.13	.85	.20		Th
"	BOB P*	.81	.48	.20		Dy	"	ROU P*	.39	.15	.15		Th	"	UL K*	1.13	.85	.20		Th
"	LAX P*	.81	.48	.20		Dy	Usumbura, Malagasy Congo	BRO P*	.34	.18	.15		Th	"	UL K	1.13	.85	.20		Th
Tamale, Mex.	IDL AF	2.78	2.07	.15		Weekly	Uyuni, Bolivia	LAX P*	.40	.31	.15		Th	"	UL K	1.13	.85	.20		Th
"	BOB AF	2.73	2.04	.15		Weekly	"	IDL S	1.89	1.43	.25		Sa,T,Th	"	UL K	1.13	.85	.20		Th
Tampico, Mexico	ROU P*	.13	.00	.15		Dy	"	MIA P*	1.16	.63	.15		Dy	"	UL K	1.13	.85	.20		Th
"	BOB P*	.10	.00	.15		Dy	"	MYT P*	1.22	.70	.15		Dy	"	UL K	1.13	.85	.20		Th
"	LAX P*	.31	.28	.15		Dy	"	ROU P*	1.22	.70	.15		Dy	"	UL K	1.13	.85	.20		Th
Tanzania, Madagascar	IDL AF	3.30	1.73	.25		Weekly	"	BRO P*	1.23	.73	.15		Th	"	UL K	1.13	.85	.20		Th
"	BOB AF	3.27	1.71	.25		Weekly	"	LAX P*	1.23	.73	.15		Th	"	UL K	1.13	.85	.20		Th
Tanger, Morocco	IDL AF	1.25	.94	.25		Dy	Vancouver, B. C., Canada	SEA U	.06	.046	.10		Dy	"	UL K	1.13	.85	.20		Th
"	IDL AF	1.32	.93	.25		Dy	"	SFO U	.11	.094	.10		Dy	"	UL K	1.13	.85	.20		Th
Tapachula, Mexico	MIA P*	.43	.31	.15		Dy	"	LGA U	.39	.295	.10		Dy	"	UL K	1.13	.85	.20		Th
"	MYT P*	.39	.19	.15		Dy	"	ROU U	.81	.878	.10		Dy	"	UL K	1.13	.85	.20		Th
"	ROU P*	.50	.17	.15		Dy	"	IDL S	.11	.06	.05		Sa & Ah, T,W	"	UL K	1.13	.85	.20		Th
"	BOB P*	.57	.17	.15		Dy	"	SFO BC	.74	.80	.15		Sa & Ah, T,W	"	UL K	1.13	.85	.20		Th
"	LAX P*	.43	.33	.15		Dy	"	BNL BC	.74	.80	.15		Sa & Ah, T,W	"	UL K	1.13	.85	.20		Th

Only daily DC-6 air cargo service to South America



● Inquire about Panagra's low cargo rates... they're lower than you may think! Daily cargo service via 300-mile-an-hour DC-4's... only overnight from Miami to Buenos Aires. Speed large or small shipments to Panama*, Colombia, Ecuador, Peru, Bolivia, Brazil, Chile, Argentina. Call your nearest Pan American World Airways Sales Office, your Freight Forwarder or write Cargo Dept., Panagra, Chrysler Bldg., New York 17.

*Between Miami and Panama, over the routes of Pan American World Airways.

*Between Miami and Panama, over the routes of Pan American World Airways.

Panagra

Pan American / Cross Airways, Inc.

Backed by 22 years of flying experience in South America

Comparison of Shipping Costs: Surface versus Air

Commodity: Optical Fronts. Value per Unit: \$2.55 Total Value: \$5,639.
From: Rochester, New York to: Rio de Janeiro, Brazil.

	SURFACE	AIR
Weight:	246 Lbs.	171 Lbs.
Volume:	21 Cu. Ft.	15 Cu. Ft.
	\$ 20.00	

I. Type of Export Packing Used and Cost: (Present rate surface shipments approximately \$.50 cu. ft.)			
II. Weight Represented by Export Packing and Actual Shipping Cost of Same: (Based on weight packing materials of 75 lbs.)			
III. Total Insurance Premiums Origin to Final Destination:	\$ 37.78		\$ 11.28
IV. Shipping Costs to Port of Embarkation:			
A. Rail	\$	\$	\$
B. Air	\$ 6.08	\$ 6.08	\$ 7.35*
C. Truck			\$ 7.35*
Total	\$ 6.08	\$ 6.08	Total \$ 7.35*
V. Drayage Costs from Terminal at Port of Embarkation to Export Pier:	\$ 6.50		
VI. Shipping Costs from Port of Embarkation to Debarcation:			
A. Weight or volume charges	\$ 26.25		\$ 143.64 Wt.
B. Ad valorem charges (2% of \$5,639)	\$ 112.78		\$ 5.61 Val.
Total	\$ 139.03	\$ 139.03	Total \$ 149.25
VII. Warehousing at Port of Debarcation:	\$		
VIII. Shipping Costs Port of Debarcation to Market:	\$		
IX. Brokerage Charges—Export—Import (Including Consular Work, Stamps, etc.):	\$ 52.05		\$ 5.50
X. Duties where Based on Gross Weight:	\$		\$
XI. Interest Charges (2 1/2%):	\$ 11.75		\$ 1.18
XII. Total Shipping Costs Factory to Market:	\$ 263.69		\$ 174.56
XIII. Total Time in Transit:	30 Days		3 Days

(PREPARED BY PAN AMERICAN WORLD AIRWAYS AS A SERVICE TO SHIPPERS)
* Includes agent trucking charge to field.

GUEST EDITORIAL

(Continued from Page 5)

complaints. The reason for this may be traced to the original source—bad selling on the part of the forwarder. Or, as I have found in numerous cases, some eager beaver salesmen are given to selling their services in all-too-general terms, or even wander into open exaggeration, in order to evade an issue or impress a potential client. This does not make for a solid relationship between shipper and forwarder.

Every professional freight forwarder is aware of the fact that certain reservations go with the air carrier's commitments for the shipment of freight at the time bookings are made. But, I am sorry to say that far too many shippers express complete surprise when they are informed that (to quote the airline representative) "freight will be carried on a space-available basis after mail, diplomatic pouches, etc., etc., . . ." Unfortunately, most shippers consult with the forwarder *after* a movement has been planned, rather than *before*.

A constant gripe of the forwarders—is this one directed at the aircarriers—is that not all airlines are equipped with complete data covering the movement of a shipment. Thus, it is not always a

simple matter to trace a shipment, particularly one destined to a foreign consignee, with the utmost dispatch. In one instance, my firm is still awaiting explanation for a 13-month delay on one consignment (but I hasten to add that this is an extreme case).

Delayed tracing information can greatly strain relations between consignor and consignee. The same distressful result also is true when freight is held at the airport terminal without due notice to the forwarder.

It is true that most air carriers transmit their tariff revisions as much as two to four weeks in advance of the effective date. In fact, there are a couple of airlines which issue fully corrected tariffs when major changes are effected. However, on a few occasions, forwarders have been stung by learning of a rate change *after* the shipment has been turned over to the carrier.

None can say that air freight has not made tremendous progress. As one completely sold on the future of air freight transportation, I must emphasize that an important part of that brilliant future depends on the degree of co-operation between consignor-consignee, air carrier, and air freight forwarder.

4,000 CARS

(Continued from Page 7)

operate the ferry service, under the BEA associate agreement, for another two years. Additional facilities for passengers and Customs officials were built at both termini, for there was every indication that traffic would be particularly heavy, especially at Easter, which coincided with the reopening of the Le Touquet Casino.

In all, nearly 4,000 cars were flown across the channel, together with 15,000 occupants and 1,000 motorcycles and miscellaneous vehicles—a record the more remarkable for having been achieved without the slightest damage or mishap.

But imposing as the car ferry's record may be, it has by no means reached the limit of potential expansion. 1951 will, in all probability, continue to record the marked upward trend in bookings. The company has introduced a tariff which will be particularly attractive to small cars, especially those with only two passengers, and it is anticipated that as a result more aircraft will have to be operated and services substantially increased.

This will be particularly true of motorcycle traffic, which includes a high percentage of enthusiasts who like to start early and cover a phenomenal daily mileage. For these enthusiasts Silver City Airways expect to operate early morning specials which should be very popular with clubs and touring groups. The same applies to the more humble pedal cyclist who can cross on the ferry, take an express train to Paris and on the first day of his holiday be at Fontainebleau or on the road to Orleans for the very popular chateaux tour.

There is, in fact, no limit to the traffic which this service might develop in the next few years; freed of licensing problems—and if the war clouds stay away from Western Europe—the air bridge might grow to an extent which would put the channel tunnel project very much into the background.

CALIFORNIA

(Continued from Page 9)

closer to the predictions and that the six and one-half times' growth might easily have been a fifteen- or twenty-fold growth, had payloads been available in both directions regularly enough to support the number of schedules which might have been operated had Eastbound loads been available.

While air freight has undoubtedly penetrated air express tonnages, this penetration has not been particularly profitable, as will be demonstrated shortly. There are definite limitations to the degree of penetration into air express, because of the fact that most of the merchandise which moves by air express is characterized by either emergency or high intrinsic value, and for those reasons, would use air express in any event. Air express service is available to all of the approximately 500 certificated airline stations, and in addition, there are rail connections that provide service to a total of 23,000 stations in the United States.

This broad coverage, combination service is also available to air freight, however, air freight, for the most part, moves only between the larger centers of population.

Railway express traffic has been often mentioned as a field which is highly accessible to penetration by air freight. In this connection, it is well to remember the scope of a service which can

ATTENTION, CONVENTIONEERS!

THE Senator
IN ATLANTIC CITY
is where the sun never sets!
Bring your beach togs for a glorious tan in any weather on our SUN and STAR ROOF

AT THE Senator
you'll have a spacious room overlooking the beach and boardwalk with private bath, full course brunch and dinner—at low rates!

COME TO THE Senator
for nightly dancing and sparkling entertainment... Every Sport... Sea Water Baths... Health Studio... Cocktail Lounge... Mammoth Screen Television.

YOU'LL ENJOY THE Senator
IN ATLANTIC CITY
Write for Illustrated Brochure and Packaged Economy Tours
O. A. Bartholomew W. J. Molyneux
President Manager

TRUCKING SERVICE

Available for Forwarders & Shippers

TOYE BRAITHWAITE

442 W. 164th St., New York 32, N. Y.
Phone: LEhigh 4-4273

POSITION SOUGHT

College graduate who has educational background in transportation and business management, and professional experience in motor trucking industry, is seeking to break into air freight. War veteran. Married. Willing to go anywhere. References. Write:

BOX R, AIR TRANSPORTATION
10 BRIDGE ST., NEW YORK 4, N. Y.

generate traffic into, and out of, 23,000 points in the country.

The all-cargo carriers such as the Flying Tiger Line and Slick Airways, are not permitted by the Civil Aeronautics Board to carry air express. It is carried only by the 16 domestic mail and passenger carriers and the actual operating results of air express and air freight are reflected in Exhibit No. 3.

This exhibit shows there is no reason for anyone to try and convert air express into air freight. The yield on air express averages 32.26¢ per ton mile, while the yield on air freight averages 19.24¢. Air express and air freight are different, and an analogy might be found in comparing air freight to an air mail letter, while comparing air express to an air mail special delivery letter.

The ideal situation would come about if air express could be generated in even greater quantities because, for the most part, air express lends itself to carriage in the restricted cargo compartments of combination passenger and freight aircraft. This type of growth would help fill up unused space on airplanes which move for other reasons and would tend to put freight where freight should be, i.e., on an all-cargo airplane.

No one should infer that there is anything wrong about carrying air freight on a passenger airplane if no other load is available. It would be the poorest conceivable management to operate any airplane at anything but the highest possible load factor. The difficulty is that many shipments of air freight simply will not fit in a combination passenger-cargo airplane.

In order to determine the volume and characteristics of air freight now moving between California and Eastern points during a relatively recent month, a detailed study has been made of the experience of the five carriers most closely related to the transcontinental freight picture, namely, American Airlines, Slick Airways, United Air Lines, The Flying Tiger Line, and TWA.

These carriers were requested to furnish figures which would reflect their actual experience in such a way as to show the poundages which they carried into and out of the two areas which constitute California's most important air freight shipping and receiving points, namely, the Los Angeles Area and the San Francisco Bay Area.

The objective was to find out the relationship of hard freight shipments to the shipments of so-called perishables.

The month of May, 1950, was taken as an example, not only because the basic data was readily available, but because the month of May would reflect perishable shipments in scheduled



Now! **Low Common Rates!**

ORIENT CARGO

	under 100 lbs.	100 lbs. & over
to the Orient	\$2.36	\$1.77
from the Orient	\$2.09	\$1.57

Above rates apply from many points on domestic routes of the following airlines to Tokyo, Korea, Okinawa, Hong Kong, Manila and Taipei!

PARTICIPATING DOMESTIC AIR CARRIERS

American Airlines • Braniff Airways • Chicago & Southern Airlines • Colonial Airlines
Continental Air Lines • Delta Air Lines • Eastern Air Lines • Frontier Airlines
Inland Air Lines • Mid-Continent Airlines • National Airlines • Piedmont Airlines
Southwest Airways • Transcontinental & Western Air • United Air Lines • Western Air Lines

NORTHWEST AIRLINES

Coast to Coast . . . Hawaii . . . Alaska . . . the Orient

operations during a month when a far higher than average perishable tonnage could be expected to move.

The carriers consulted their individual sources such as waybills, IBM runs, load statistics, etc., and this material was then consolidated into totals. The reason that consolidated figures are presented is that the detailed information furnished by the individual carriers consisted, for the most part, of confidential and competitive facts and figures.

The presentation of consolidated figures provides an overall view, and, at the same time, it prevents disclosure of individual operating experiences.

The study of the five related carriers shows that a total of 2,891,436 pounds of air freight were moved into the Los Angeles and San Francisco-Oakland area.

These two areas shipped (via these same five carriers) a total of 2,997,259 pounds.

In May of 1950, therefore, California's two largest air freight centers shipped about 100,000 pounds of air freight more than they received. The fact that May is not an average shipping month, and that the 60 percent West-East rate did not become effective until May 25, should be remembered.

At an early date in this study, it became apparent that it would be necessary to break the perishable shipments down for the purpose of determining how much of the perishable total was represented by flowers and how much of it reflected the shipment of perishable fruits and vegetables.

In the first place, the shipment of any type of perishable into Los Angeles and San Francisco-Oakland, was negligible. During May, 22,265 pounds were shipped in, of which, 17,662 pounds can be classified as a variety of sea foods.

Los Angeles and San Francisco-Oakland shipped a total of 1,186,709 pounds of perishables, of which 1,023,523 pounds, or 86 percent, were flowers.

The San Francisco-Oakland area shipped a total of 1,233,668 pounds of freight which was about evenly divided between hard freight and perishables. Of the 621,294 pounds of perishables, 487,064 pounds, or almost 80 percent, represented flowers, while 132,730 pounds, or slightly over 10 percent, represented miscellaneous fruits and vegetables.

The study of shipments from the Los Angeles Area showed that Los Angeles originated a total of 1,763,591 pounds of air freight, of which 1,198,176

pounds represented hard freight. The remaining 565,415 pounds were perishables of which 536,459 pounds, or 95 percent represented flowers. The remaining 28,956 pounds represented miscellaneous fruits and vegetables carried in schedule service. These data clearly reflect the lack of tonnage in the perishable fruit and vegetable category.

The preceding figures do not include charter operations. Charter operations during the month of May, 1950, show that more than 140,000 pounds of strawberries moved by airplane between California and miscellaneous Eastern destinations. It can be stated with certainty, that, of this total, more than 110,000 pounds moved without precooling of any type. This is not to say that the balance of the strawberries were precooled. The assumption is that they were not, inasmuch as they were choice fruit, selected at regular wholesale markets in the San Francisco-Oakland and Los Angeles Areas.

Charter operations also accommodated approximately 19,000 pounds of cherries, none of which were precooled.

While the result of this analysis does not show load imbalance as a currently serious problem, it must be remembered that the month of May, 1950, is far from an average month for fruit and vegetable shipment. It is a month where greater than average tonnages of perishable fruit and vegetables should be moving.

The officials of the five carriers were unanimous in their citation of imbalance, both past and potential, as constituting a major restrictive influence on schedules from East to West.

The only reason why traffic imbalance did not exist in May, 1950, is that

there were relatively few all-cargo schedules operated by the five carriers. There is no question about the fact that shippers of perishable fruits and vegetables could have used far more airlift from California to Eastern destinations than was available during May of 1950. The reason that they couldn't get the air space, lies in the economic fallacy of attempting to keep aircraft and crews available at high expense, to meet sporadic and very brief peak demand periods.

If the air transportation of perishable fruits and vegetables were a regular, dependable routine year-round operation, there would be more airlift employed in the overall freight picture. More all-cargo schedules could be operated from East to West if economic payloads were available on a year-round basis. Therefore, it seems obvious that the carriers' representatives are 100 percent correct in their opinion concerning the lack of year-round perishable fruit and vegetable tonnage as a restrictive factor in the number of freight schedules which can be operated under present circumstances.

An analysis of May of 1950 shows California shipping approximately one million pounds of flowers with slightly more than one-half of this poundage originating in the Los Angeles Area. Flowers are highly-rated traffic and if these flowers are destined to places like New York, Philadelphia or Boston, they would be an extremely lucrative type of load. Some of this flower tonnage does go to the East Coast, but, unfortunately, the waybills show that a large proportion of these shipments are destined to points in the mid-south and mid-west. When these poundages are offloaded, there is no comparative

tonnage available at these intermediate points to utilize the space and airlift which becomes available. The net result, in this all too-frequent instance, is that the aircraft proceeds to an Atlantic Coast destination with a lot of unused space. Unused space means no revenue, while operating costs remain at practically the same levels. The flower situation lends solid support to the thesis that a high poundage payload factor is good for only as long as that poundage factor stays on the airplane. It must not only depart from California, it must remain with the ship until a destination is reached which provides adequate tonnage in a continuing East-bound direction, or adequate tonnage for a turn-around to California.

TERMINAL HANDLING

There is nothing new in the statement that archaic methods of ground handling present a real impediment to air freight progress.

In the June 15, 1950, issue of *American Aviation*, there will be found an illuminating article on the subject. *American Aviation* discusses a study recently made by Gilbert L. Gifford, associate professor in transportation, College of Business Administration, University of Tennessee, and J. Freed, his research assistant. Just one paragraph from this story is enough to highlight the situation. That paragraph follows:

"Air freight development has been seriously handicapped and much of the advantage of air transportation of property wiped out because an estimated 80 percent of the total in-transit time of air freight is consumed by slow and inefficient ground handling, due to a lack of adequate centralized freight terminal facilities at most airports."

The matter of terminal handling is a large and complicated one. Effective work has been done on this subject by the Lockheed Aircraft Company, whose L. R. Hackney prepared an air cargo progress report entitled *Planning the Air Freight Terminal*. (See March, April, May, 1950, issues of A. T.). This brochure has had wide distribution and its excellent contents are known to many of the people in, or related to, the air freight field.

Hackney's studies emphasize the importance of advance determination of the types of commodities to be handled, as a basic requirement in planning air freight handling facilities. This poses a complex problem. On the one hand, there is no difficulty in determining the classifications and categories of the merchandise which will make up the so-called hard freight tonnage. There is, however, a great amount of difficulty in determining how much hard freight can be expected to move because of

EXHIBIT 3

Comparative Analysis of Air Express and Air Freight
Reflecting Relations of Revenue, Volume (Ton Miles)
and Yield, as actually experienced by the 15 Domestic
Mail and Passenger Carriers During the Year 1947

Air Line	Air Express			Air Freight		
	Revenue \$	Ton Miles	Yield Per Ton Mile	Revenue \$	Ton Miles	Yield Per Ton Mile
American	\$1,836,439	5,578,531	32.92¢	\$ 5,962,307	31,845,434	18.72¢
Eastern	1,202,521	3,560,551	33.77¢	1,004,427	9,150,100	10.72¢
T W A	1,586,127	4,878,633	32.51¢	2,265,823	12,035,978	18.83¢
United	2,073,265	6,789,328	30.54¢	4,258,362	23,429,654	18.18¢
Brantiff	286,181	832,518	31.97¢	275,672	1,174,865	23.43¢
Capital	567,936	1,747,705	32.50¢	1,521,340	7,450,410	20.42¢
Chicago & Southern	169,304	533,995	31.71¢	150,418	632,951	23.76¢
Delta	209,499	717,372	29.20¢	401,565	1,805,917	21.29¢
National	187,523	588,466	31.87¢	240,677	1,385,412	17.37¢
Northwest	554,815	1,657,846	33.47¢	1,603,549	4,643,245	21.61¢
Western	99,003	316,588	31.27¢	100,752	417,662	24.12¢
Colonial	27,132	69,354	39.12¢	45,743	110,397	41.44¢
Continental	35,983	97,881	36.76¢	90,163	371,784	24.25¢
Island	21,704	64,736	33.53¢	30,720	126,815	24.22¢
Mid-Continent	73,918	217,395	34.00¢	89,591	353,288	25.36¢
Northeast	45,085	111,122	41.29¢	82,606	229,966	35.92¢
Totals & Average Yields	\$8,957,235	27,762,041	32.26¢	\$18,323,315	95,243,678	19.24¢

the unknown quantity which appears in connection with the number of West-bound schedules which can be accommodated by sufficient tonnage for the Eastbound backhaul.

Those who are charged with the responsibility of planning airport facilities, need reliable information upon which to base forecasts, not only of *what* will move through an air freight terminal, but also *how much* will move through it.

These people are justifiably suspicious of forecasts which have pointed up vast tonnages in the air transport of fruits and vegetables, very little of which have materialized to date.

Terminal handling and the efficiencies and inefficiencies thereof, will either subtract from, or add to, the overall air freight rate structure. Therefore, improvements in terminal handling cannot come too soon. At the present, however, it is extremely difficult to organize large scale planning due to the lack of answers to some very important questions. Air freight terminals will represent sizeable investments on the part of private capital, cities, counties and other political subdivisions. These investments should be based on facts, rather than guesses.

The importance of the relation of possible perishable tonnage to overall tonnage is such that it will influence the location, the size, and the design of air freight terminal facilities. The question of customer acceptance required to support air shipment of sizeable tonnages of fruits and vegetables, is a basic element in planning of terminals. It is the ultimate consumer who will pay for the operating costs and the depreciation charges involved in air freight terminals, yet, at this time, little is known about the ultimate consumer of fruits and vegetables which have been grown and harvested specifically for air transport.

Therefore, any project, the objective of which is the solution of the customer acceptance question, is a project which justifies the support of all those concerned with the sorely needed improvement in air freight handling and terminal facilities.

U. S. OVERSEAS AIR CARGO

(Continued from Page 10)

permit special services desired by customers to be rendered expeditiously.

FOR SALE - AIRCRAFT PARTS

West Coast's largest stock of Douglas, Constellation, AT6, P51, and C46 parts; P&W, Wright engine parts and accessories. Complete stock AN hardware, fittings, electrical parts, etc. Plus a \$40,000,000 inventory of new and surplus parts.

Complete catalog on request

COLLINS ENGINEERING COMPANY
9054 Washington Blvd. Culver City, Calif.

As an example, a wholesale jeweler interviewed in the National Air Cargo Survey indicated that air service permitted rings to be forwarded on consignment and returned for resizing and resetting with the least possible delay. Moreover, retailers not employing watchmakers or jewelers could increase their foreign sales by having repairs and special orders in consumers' hands within a few hours after such work was completed. Other customer appeals possessed by air cargo service, which were cited in that survey, include quick clearance through Customs, and arrival of goods in better condition than via surface transport.

(C) Estimates of Overseas Air Cargo Potential

Few forecasts have been made of the total air cargo potential in the overseas trade of the United States, and those few differ widely. One study, made in 1943, estimated that overseas air cargo traffic by 1950 (three to five years after the end of the war) might amount to from 50,000 to 75,000 tons of valuable commodities per year each way, in both the import and export trades. Another investigator predicted in 1944 that by 1950, yearly commercial exports and imports by air, combined, would total 7,000 tons, and by 1955, 35,000 tons. A third projection indicates the total potential air cargo traffic rather than the amount which will be carried in a stated year. According to this projection, the potential annual airline revenues from international air cargo service are \$81 million at a rate of 18 to 20 cents per ton-mile and \$229 million at a rate of nine to 10 cents per ton-mile. Thus the potential ton-mileage at the first level of rates would be between 405 and 450 millions; and at the second level of rates between approximately 2.3 and 2.5 billions. On the basis of the latter level of rates, and assuming an average

length of haul per ton of 2,000 miles for illustrative purposes, the indicated potential international air cargo would be in the neighborhood of 1.2 million tons.

Actually, the total foreign trade by air is running at levels between the first two estimates given above. Aggregate air exports and imports in 1947 reached 27,480 tons; and it is estimated by the Transportation Division that total foreign trade by air in 1948 was in the neighborhood of 36,000 tons.

Projections have also been made of potential trade by air between continental United States and two of the noncontiguous territories. Alaska Airlines estimated during the Fall of 1948 in the *United States-Alaska Service Case* that by 1953, a potential of 42,790 tons of cargo could be developed in trade between continental United States and Alaska, apparently assuming that the carrier's route applications were granted. It was felt that in the first year, only 10,000 tons would be carried, but that in five years (approximately 1953) the above total would represent the potential. The total was broken down as follows: Diversion from surface traffic—15,000 tons; new traffic—7,500 tons; military traffic, normal supplies—4,800 tons; military construction—10,000 tons; and south-bound traffic—5,490 tons.

The Government of Puerto Rico . . . estimated that in 1953, 4,176 tons of cargo would move between continental United States and Puerto Rico. This is a projection from the 1947 experience with respect to air participation in the movement of traffic between those areas valued at more than \$1 per pound, with allowance for additional traffic stemming from increased promotional activities and reduced rates.

The Transportation Division has published estimates of potential air cargo trade between the United States and South America, based on statistics for the year 1939. Commodities moving

When time means money

SAVE TIME WITH SPEEDBIRD AIR CARGO SERVICE

Fast B.O.A.C. Speedbirds fly air cargo to major countries and cities around the world—with one Air Waybill all the way! And B.O.A.C. offers—

Fast, dependable flight schedules, skilled air cargo handling, insurance and re-forwarding services.

Consult your broker or contact
B.O.A.C. direct at 342 Madison Ave., New York City 17.
Murray Hill 7-8900.

B.O.A.C.

BRITISH OVERSEAS AIRWAYS CORPORATION

APRIL 1951—PAGE 31

in that trade which were valued at 50 cents a pound or more were included as potential air cargo, as well as commodities possessing the characteristics of perishability or style value which were valued at 10 cents per pound or more. While the items included were considered potential air cargo, the estimates did not carry the implication that particular commodities or a given volume of traffic actually would move by air in the future. Shown below is a summary of potential air cargo exports to, and imports from, South

America for 10 individual countries:

Countries	U.S. exports (Shipping weight)	U.S. imports (Shipping weight)
Argentina	8,314,655	1,820,975
Bolivia	891,830	217
Brazil	9,687,476	1,649,736
Chile	3,469,997	228,184
Colombia	8,752,908	77,101
Ecuador	872,009	88,414
Paraguay	100,508	162,272
Peru	3,277,118	5,694
Uruguay	829,932	47,120
Venezuela	10,916,378	41,834
Total	47,013,841	4,180,556

According to the above table, and on the basis of the underlying assumptions

partially described above, the total annual United States air cargo potential (north-bound and south-bound combined) in trade with South America is approximately 25,600 tons. While the basic studies must be consulted for full details, it may be noted here that 23,353 tons, or 91.2 per cent of the total, represented commodities other than perishables and style commodities, and that the bulk of both potential exports and potential imports lay in two value groups. In exports, 57.1 per cent of the potential shipping weight was accounted for by the value group, \$0.50-0.99, and 28.5 per cent by the value group, \$1.00 to 1.99. The respective figures for imports were 75.7 and 11.9 per cent.

For 11 countries analyzed (in a table not shown here) the shipping weight of exports to the United States valued at more than \$0.50 per pound aggregated 50,147 tons, while imports from the United States of more than such minimum value totaled 58,787 tons. Obviously these figures have very limited value as measures of air cargo potential in a given postwar year. Not only were seven of the countries shown devastated by the war, but the economic structures of the remaining four were altered. However, the table is of value in portraying characteristics of United States-European trade in the prewar period, and in some cases may throw some light on the eventual pattern of postwar trade.

(D) Short-Range Traffic Prospects

An over-all survey of the data presented in this report and in the underlying studies from which some of the data were drawn suggests that the volume of United States overseas air cargo traffic, as defined in this report, will continue the upward trend already established for several years, although at a decreasing annual rate of growth. The evidence seems conclusive that continued growth is inevitable; but it is equally clear that the degree of expansion at current rate levels is limited. Air cargo as a relatively high-cost service may be expected to rise and fall with the tide of general business conditions in the United States and abroad. At the same time, the opportunity for cost reductions are relatively greater in the field of air carriage than in older, more stabilized media of transportation.

It has been shown that total United States foreign trade by air, based on Census data, totaled 27,480 tons in 1947. The share of United States certificated carriers in that total cannot be determined precisely, but it may be noted that in 1947 they carried 23,031 tons

DOMESTIC AIR PARCEL POST RATES

Zone	First pound over 8 ounces	Additional pounds
	Cents	Cents
1, 2, and 3	60	48
4	65	50
5	70	56
6	75	64
7	75	72
8	80	80

Weight	Zone 1, 2 & 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8
Over 8 ounces to—						
1 pound	\$0.60	\$0.65	\$0.70	\$0.75	\$0.75	\$0.80
2 pounds	1.08	1.15	1.25	1.39	1.47	1.60
3 pounds	1.56	1.65	1.82	2.03	2.19	2.40
4 pounds	2.04	2.15	2.38	2.67	2.91	3.20
5 pounds	2.52	2.65	2.94	3.31	3.63	4.00
6 pounds	3.00	3.15	3.50	3.95	4.35	4.80
7 pounds	3.48	3.65	4.06	4.59	5.07	5.60
8 pounds	3.96	4.15	4.63	5.23	5.79	6.40
9 pounds	4.44	4.65	5.18	5.81	6.41	7.20
10 pounds	4.92	5.15	5.74	6.51	7.23	8.00
11 pounds	5.40	5.65	6.30	7.15	7.95	8.80
12 pounds	5.88	6.15	6.86	7.79	8.67	9.60
13 pounds	6.36	6.65	7.42	8.43	9.39	10.40
14 pounds	6.84	7.15	7.98	9.07	10.11	11.20
15 pounds	7.32	7.65	8.54	9.71	10.82	12.00
16 pounds	7.80	8.15	9.10	10.35	11.55	12.80
17 pounds	8.28	8.65	9.66	10.99	12.27	13.60
18 pounds	8.76	9.15	10.22	11.63	12.99	14.40
19 pounds	9.24	9.65	10.78	12.27	13.71	15.20
20 pounds	9.72	10.15	11.34	12.91	14.43	16.00
21 pounds	10.20	10.65	11.90	13.55	15.15	16.80
22 pounds	10.68	11.15	12.46	14.19	15.87	17.60
23 pounds	11.16	11.65	13.02	14.83	16.59	18.40
24 pounds	11.64	12.15	13.58	15.47	17.31	19.20
25 pounds	12.12	12.65	14.14	16.11	18.03	20.00
26 pounds	12.60	13.15	14.70	16.75	18.75	20.80
27 pounds	13.08	13.65	15.26	17.39	19.47	21.60
28 pounds	13.56	14.15	15.82	18.03	20.19	22.40
29 pounds	14.04	14.65	16.38	18.67	20.91	23.20
30 pounds	14.52	15.15	16.94	19.31	21.63	24.00
31 pounds	15.00	15.65	17.50	19.95	22.35	24.80
32 pounds	15.48	16.15	18.06	20.59	23.07	25.60
33 pounds	15.96	16.65	18.62	21.23	23.79	26.40
34 pounds	16.44	17.15	19.18	21.87	24.51	27.20
35 pounds	16.92	17.65	19.74	22.51	25.23	28.00
36 pounds	17.40	18.15	20.30	23.15	25.95	28.80
37 pounds	17.88	18.65	20.86	23.79	26.67	29.60
38 pounds	18.36	19.15	21.42	24.43	27.39	30.40
39 pounds	18.84	19.65	21.98	25.07	28.11	31.20
40 pounds	19.32	20.15	22.54	25.71	28.83	32.00
41 pounds	19.80	20.65	23.10	26.35	29.55	32.80
42 pounds	20.28	21.15	23.66	26.99	30.27	33.60
43 pounds	20.76	21.65	24.22	27.63	30.99	34.40
44 pounds	21.24	22.15	24.78	28.27	31.71	35.20
45 pounds	21.72	22.65	25.34	28.91	32.43	36.00
46 pounds	22.20	23.15	25.90	29.55	33.15	36.80
47 pounds	22.68	23.65	26.46	30.19	33.87	37.60
48 pounds	23.16	24.15	27.02	30.83	34.59	38.40
49 pounds	23.64	24.65	27.58	31.47	35.31	39.20
50 pounds	24.12	25.15	28.14	32.11	36.03	40.00
51 pounds	24.60	25.65	28.70	32.75	36.75	40.80
52 pounds	25.08	26.15	29.26	33.39	37.47	41.60
53 pounds	25.56	26.65	29.82	34.03	38.19	42.40
54 pounds	26.04	27.15	30.38	34.67	38.91	43.20
55 pounds	26.52	27.65	30.94	35.31	39.63	44.00
56 pounds	27.00	28.15	31.50	35.95	40.35	44.80
57 pounds	27.48	28.65	32.06	36.59	41.07	45.60
58 pounds	27.96	29.15	32.62	37.23	41.79	46.40
59 pounds	28.44	29.65	33.18	37.87	42.51	47.20
60 pounds	28.92	30.15	33.74	38.51	43.23	48.00
61 pounds	29.40	30.65	34.30	39.15	43.95	48.80
62 pounds	29.88	31.15	34.86	39.79	44.67	49.60
63 pounds	30.36	31.65	35.42	40.43	45.39	50.40
64 pounds	30.84	32.15	35.98	41.07	46.11	51.20
65 pounds	31.32	32.65	36.54	41.71	46.83	52.00
66 pounds	31.80	33.15	37.10	42.35	47.55	52.80
67 pounds	32.28	33.65	37.66	42.99	48.27	53.60
68 pounds	32.76	34.15	38.22	43.63	48.99	54.40
69 pounds	33.24	34.65	38.78	44.27	49.71	55.20
70 pounds	33.72	35.15	39.34	44.91	50.43	56.00

International and overseas "American Flag" carriers (scheduled service only)

Express and freight revenue	\$17,526,276
Express and freight—pounds carried	42,842,800
Average revenue per pound carried	\$0.409
Express and freight ton-miles	32,890,745
Average length of haul per ton carried—miles	1,535.4
Average revenue per ton-mile	\$0.533

United States foreign trade by air

Exports—value	\$193,589,000
Exports—shipping weight (pounds)	44,076,000
Imports—Value	89,529,000
Imports—shipping weight (pounds)	10,883,000
Exports—average value per pound	\$4.39
Imports—average value per pound	\$8.23
Exports plus imports—average value per pound	\$5.15

of express and freight in "international and overseas" air transportation, 21,421 in scheduled, and 1,610 in nonscheduled service. These figures cannot be compared directly with the foregoing figure on total United States air export and import tonnage, since they include cargo traffic moved between continental United States and its territories and possessions, which is not included in Census data on air exports and imports, as well as some traffic carried between points in individual foreign countries. While the volume of these latter types of traffic cannot be ascertained for the carriers as a whole, it appears that the United States certificated carriers accounted for between 70 and 80 percent of the tonnage involved in United States foreign trade by air in 1947.

In view of the predominance of United States certificated carriers in United States foreign trade by air during 1947, their operations may be used to illustrate a significant point concerning the relationship of air cargo charges to value of products carried. The boxed data covering the year 1947 are pertinent in this connection.

These data indicate that, for all express and freight carried in scheduled service by United States international and overseas airlines during 1947, the carriers' receipts averaged 53.3 cents per ton-mile, which over an average length of haul per ton of 1,535 miles, were equivalent to 40.9 cents per pound. In the same period, the average value of commodities moving in the United States air trade was \$5.15 per pound. While the lack of strict comparability in the data prevent an exact finding, the above data show, as a rough approximation, that the air carriers' cargo charges per pound constituted approximately 8 percent of the value per pound of commodities moving in United States foreign trade by air.

The significance of this ratio, with allowance for a margin of error, is that at the 1947 level of air cargo rates,

the carriers attracted only commodities which, on the average, were of very high value; and that sizeable rate reductions will be necessary to encourage the movement by air of any large proportion of the traffic often considered air cargo potential.

According to data in a study previously cited, the average value per pound of combined exports and imports in 1939 valued at 50 cents or more per pound was approximately \$2.20. If it were assumed that commodities shipped by air could not bear freight charges averaging in excess of 8 percent of the value of the commodities, air cargo charges would have to be lowered to approximately 17.6 cents per pound (or 22.9 cents per ton-mile on the basis of the 1947 average length of haul per ton) to attract the requisite volume of lower-valued goods to reduce the value per pound of all traffic to \$2.20.

Such an assumption, of course, is not warranted except when properly qualified. Much cargo traffic may move by air, even under nonemergency conditions, at charges which constitute more than 8 percent of its value; and as shippers realize greater indirect economies from the speed of air service they are willing to pay higher rates for air cargo service than they otherwise would. Moreover, the 8-percent figure is only an approximation based upon 1 year's traffic, and upon exports and imports averaged together. The above example, however, does serve to illustrate the fact that realization of an air cargo potential consisting of all commodities valued at more than 50 cents per pound would necessitate drastic rate reductions combined with increased promotional activity to acquaint exporters and

importers more fully with the economies often resulting from the use of air service.

Readily available data do not permit a well-founded estimate of United States overseas air cargo potential, but a survey of the data presented or referred to in this report provides some basis for setting an upper limit upon prospective traffic over a short period. The statistics on Page 34 indicate recent trends in overseas air cargo traffic and rates.

It will be noted that in 1947, the average rate on cargo carried by United States international and overseas carriers, as measured by revenue per ton-mile, decreased approximately 30 percent. This reduction in rates was accompanied by more than a 100-percent increase in ton-miles, and a 94-percent rise in tonnage carried. That the carriers were enabled to attract a greater volume of lower-valued commodities at reduced rates is indicated by a decrease in the average value per pound of total United States air exports and imports from \$5.80 to \$5.15, although as noted previously, the latter figures apply to total United States air trade rather than that part accounted for by the United States certificated carriers. In 1948, at rates averaging between 11 and 12 percent lower than 1947, ton-miles of cargo service performed by United States international and overseas carriers increased nearly 38 percent.

A reduction in air cargo rates to an average of 17.6 cents per pound (or 22.9 cents per ton-mile) apparently would be sufficient to attract much of the traffic in United States foreign trade which is valued at more than 50 cents a pound, since at that level of rates, transportation charges would, on the average, constitute approximately 8 percent of the value of such traffic. Some confirmation of this hypothesis is derived from the fact that, if rates were reduced to the level indicated above, and if resulting traffic increases were in proportion to those which accompanied rate reductions in 1947 and 1948, the indicated potential would approach 100,000 tons annually. This figure would appear to be the approximate upper limit of traffic which airlines could realize in United States foreign trade on the basis of rate reductions alone, since it is unlikely that

WANTED - AIRCRAFT PARTS

AN fittings & hardware Electrical parts
Pulleys & bearings Engine parts
Accessories & components Instruments
Aircraft material of every nature
Will purchase complete inventories or individual items. Send your listings or samples to:
COLLINS ENGINEERING COMPANY
9054 Washington Blvd. Culver City, Calif.

AIRPLANES—Send for Free List

World's largest stock personal & light commercial
Lowest Prices—Domestic & Export
We do everything except pay for your plane
Be Thrifty Son, Inc. '51
Dealers write for Dealer discount setup
VEST AIRCRAFT CO. WHOLESALE
Field & Office—Box 38—Capitol Hill Sta.
Denver, Colo.

Still Available

AIR TRANSPORTATION Traffic and Management

By THOMAS WOLFE
President, Pacific Air motive Corp.
725 pages, 104 illustrations, 185 charts, graphs,
and tables, \$9.00

HERE is a comprehensive guidebook to the business of air transportation, its growth, and present practices. It covers the factors that control and regulate its development and operation; it describes effective methods in organization, management, and revenue-making. For managers who want facts and figures, for men who want practical grounding in departments other than their own, for those who want to enter and progress in this industry, the book offers broad, sound help.

This book gives the reader the highlights of the industry, helpful in acquiring a workable knowledge of its background, practices, economics, and problems. Also it completely covers organization and procedures. 29 extensive chapters show you: types of control exercised within and without the industry — economic and financial aspects of air transportation, including

the balance between revenue and costs — airline organization, including traffic and terminal phases — traffic techniques, methods of handling ticket offices and reservations, fixing rates and charges, etc. — with a valuable chapter on sources of traffic and their appraisal . . . everything to help you better understand the business of air transportation.

AIR TRANSPORTATION
10 Bridge St. New York 4, N. Y.

Soon on Sale!

1951 Edition

of the

CUSTOM HOUSE GUIDE

Watch For It!

Item	1945	1946	1947	1948
International and overseas American Flag carriers:				
Express and freight revenue per pound carried	\$0.487	\$0.513	\$0.409	\$0.346
Express and freight revenue per ton-mile	0.839	0.756	0.533	0.472
Tons of express and freight carried in scheduled service	7,504	11,040	21,421	30,052
Ton-miles of express and freight in scheduled service (000 omitted)	8,718	15,090	32,891	45,336
United States foreign trade by air:				
Tonnage of exports and imports, shipping weight	6,995	15,158	27,480	36,000
Value of exports and imports (000 omitted)	\$159,981	\$175,806	\$283,118	
Value per pound of exports and imports	\$11.44	\$5.80	\$5.15	

¹ Based on first three quarters only.

² Estimate.

Source: Carrier data are based on CAB reports, and air trade data for 1945, 1946 and 1947 on published reports of the Census Bureau or information derived from unpublished data in Census files.

costs in overseas service can be reduced below 22.9 cents per ton-mile in the near future. It is recognized that the above analysis does not allow for certain economies realizable by shippers through the use of air cargo services which act as offsets to the higher rates charged. To the extent that traffic can be generated through demonstration of such economies, the potential available to air carriers would be correspondingly increased.*

* An official of Seaboard and Western Airlines has stated that that carrier's wearing apparel traffic has been largely in the low- and medium-priced field, including cotton underwear, \$7.50 a dozen; overcoats, \$22.50; shoes, \$25.50 a pair; \$12 raincoats; and \$8.50 rayon dresses. See Arthur V. Norden, "Small-Parcel Philosophy," *Air Transportation*, October 1948, p. 21. Moreover, data submitted to the CAB by Seaboard in connection with Docket No. 3041 indicate that for the 15-month period from January 1948 through March 1949, approximately 16 percent of the total freight tonnage in both directions was valued at less than \$1 per pound, 37 percent at less than \$5 per pound, and 55 percent at less than \$10 per pound.

The foregoing discussion has referred particularly to foreign trade, excluding traffic between continental United States and noncontiguous territories, although for illustrative purposes data were used in some cases which included "overseas" carriers along with "international" carriers. Information available in connection with applications for additional air service to Alaska, Puerto Rico, and Hawaii indicates that traffic to and from those territories, in the order given, will constitute appreciable increments to the air movement in foreign trade. The estimates of air cargo potential for Alaska and Puerto Rico shown in a previous section will not be appraised here, except to note that the forecast for Alaska of 42,790 tons is probably much too high to be realized by 1953.

(Continued Next Month)

AIR EXPRESS INTERNATIONAL AGENCY, INC.

Civil Aeronautics Board Registered International Air Freight Forwarder
General Commodity Rates, Dollars Per Pound, Airport to Airport,
Applicable to Under Hundred Pound Shipments:

From NEW YORK or NEWARK: Expedited Regular

AMSTERDAM	1.01	.95
ATHENS	1.37	1.30
BEIRUT	1.47	1.39
BERLIN	1.12	1.07
BREMEN	1.08	1.02
BRUSSELS	1.01	.96
CAIRO	1.47	1.16
COPENHAGEN	1.08	1.02
FRANKFORT	1.08	1.02
HAMBURG	1.08	1.02

Minimum Charge: \$4.00

TRANSATLANTIC DESTINATIONS Expedited Regular

ISTANBUL	1.47	1.39
LISBON	.97	.92
LONDON	.95	.90
LYDDA	1.47	1.39
MADRID	1.06	1.00
MILAN	1.16	1.10
OSLO	1.08	1.02
PARIS	1.01	.96
ROME	1.21	1.15
ZURICH	1.08	1.02

Rates extracted from AEA's Official International Air Cargo Tariff No. 1, C.A.B. No. 5, Effective February 5, 1951, as amended.

Write for Tariff which lists complete Rules and Rates on General Commodity and Specific Commodity Shipments.

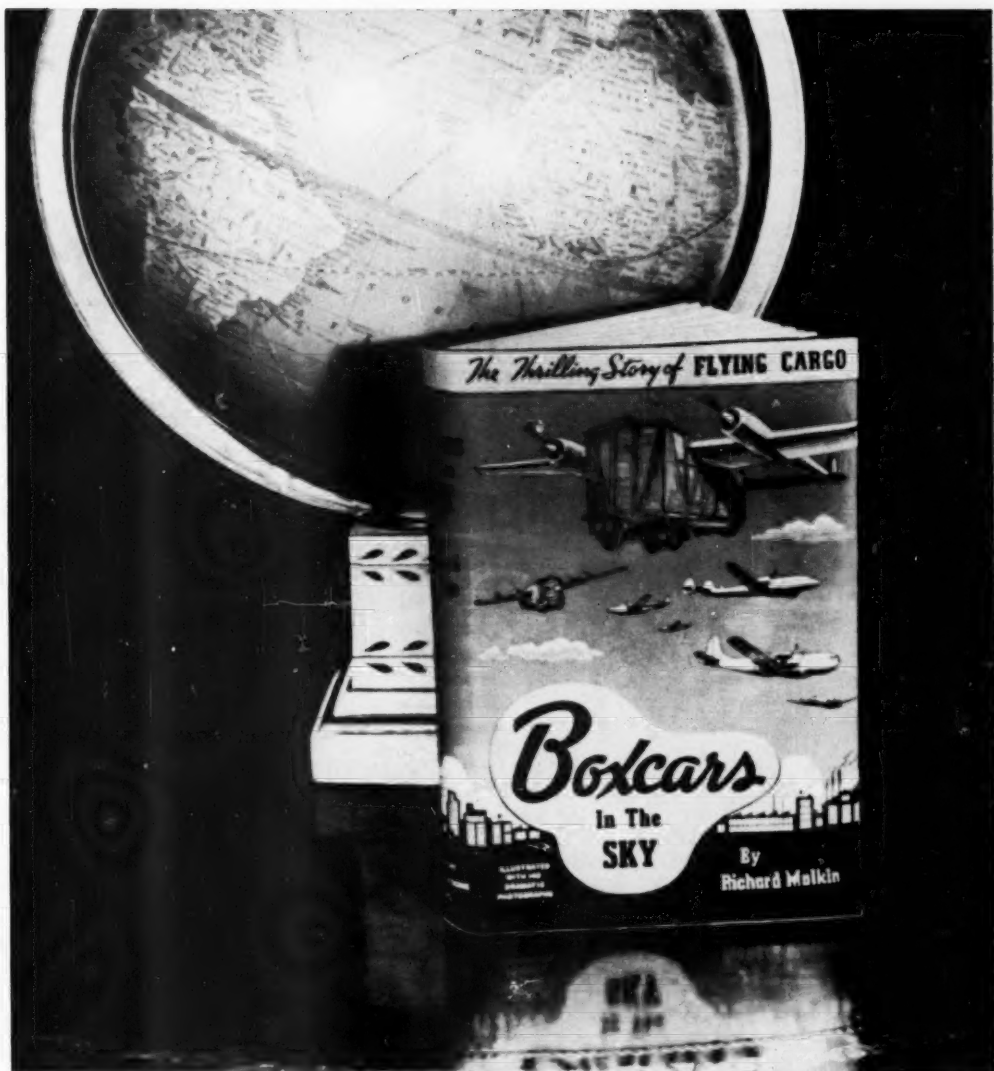
AIR EXPRESS INTERNATIONAL AGENCY, Inc.

Freight Forwarders, Customs Brokers

44 WHITEHALL STREET, NEW YORK 4, N. Y., Bowling Green 9-0200

BRANCH OFFICES

NEWARK • CHICAGO • SAN FRANCISCO • LOS ANGELES
HOUSTON • NEW ORLEANS • MIAMI



No matter whether you're a traffic man . . . manufacturer . . . freight forwarder . . . distributor . . . importer and exporter . . . airline man . . . military man . . . instructor . . .

Richard Malkin's
BOXCARS In The SKY
is written for you!

Here's the complete story of air cargo—for the first time anywhere—in 100,000 words (22 chapters) plus 140 dramatic photos

ORDER YOUR COPY TODAY!

IMPORT PUBLICATIONS, INC.,
 10 Bridge St., New York 4, N. Y.

\$4.⁷⁵

(Plus 25¢ for mail and
 handling charges)



Whether you are shipping by air, land, or sea you will find a Talbot, Bird coverage to meet your requirements.

Our policies, adjusted to meet present day conditions, offer full protection for your cargo to any part of the world.

Consult us through your broker for the solution of your cargo insurance problems.

TALBOT, BIRD & CO., INC.

Insurance Underwriters

111 JOHN STREET NEW YORK 7, N. Y.